

Southern Pacific Bulletin

DECEMBER 1926

SAFETY FIRST



148 ROSEVILLE
149 RENO TRAIL

To
all good little boys and girls
Everywhere
RUSH

10/25

Southern Pacific Bulletin

F. Q. TREDWAY, Editor

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MERRY CHRISTMAS!

Merry Christmas to all of the Southern Pacific family!

There is no salutation for expression of good will in the English language more expressive of sincere good feeling and good fellowship than this—Merry Christmas. Many expressions, through long use, have become conventionalized, so that they have little meaning, but "Merry Christmas" still has all its old feeling of "peace on earth—good will to men." There is self-forgetfulness in this greeting—an overlooking of one's own troubles, worries and problems—and at the same time a wholehearted wish for good cheer and happiness for others. There is a genuineness in this greeting, and the curious thing about it is that when we wish Merry Christmas to others we feel an inner glow of pleasure ourselves.

The thought of Christmas brings many mental pictures, and the railroad is in the foreground of not the least of these. We see passengers counting off the miles between them and home, with ribbon-bound packages beside them. We see station platforms lined with groups of people who surge forward eagerly as the train whistle sounds in the distance. We see happy greetings at Pullman steps and the embraces of those whom time and chance have long separated. We see freight sheds and the activity there that has to do with the forwarding of Christmas goods to destinations, and cars of Christmas trees that soon will shine and glitter with all the varied mysteries that delight the youngsters' eyes on Christmas Eve or Christmas morning.

We see, too, the picture of travelers on Christmas Day and think of the responsibilities of conductors and dining car stewards when they are hosts to those who must be away from home on this occasion.

And between ourselves, as Southern Pacific men and women, "Merry Christmas" has an added savor, for it is a greeting between those who are engaged in a common effort, who have worked shoulder to shoulder through twelve months, overcoming problems and accomplishing much. This is a fellowship which cannot be discounted, giving "Merry Christmas" a still greater significance.

AS we near the end of another year as members of Southern Pacific's family are we satisfied that our plans have been accomplished?—or did we make any plans?

At this time when business firms count their stock in hand and plan for the next business year, why not count our own stock in hand and plan for our own business future?

Perhaps there are some phases of our own particular job that we do not quite understand. We shall make it our business, then, to learn everything there is to be known about our own job during the coming year so that when

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COVER ILLUSTRATION

SANTA CLAUS, impersonated by Ronald Smith, checker at San Francisco Freight station, is checking his list of toys consigned to "all good little girls and boys," as they are trucked into the Southern Pacific freight car by Truckee Owen Brown, clerk of the station at 4th and Berry. After the photograph was taken Santa promised to pack the toys in the box good and right under directions from R. G. Fagan, J. J. Morris, associate editor, and Fred G. Davis, photographer, took the picture.

the time comes for us to step up we will be fully equipped to do so.

There are so many ways we can add to our equipment. Those night courses at the high school or business college, the extension courses from the universities available to all of us,—all are interesting and valuable. In every city or community library facilities are available to us and we are sure to find information that will aid us in the very tasks that confront us day by day.

Almost daily we read of the man who started on the lowest rung of the ladder and fought his way to the top, but that man will tell you that his success is not entirely due to his ability to accomplish the task at hand but to his willingness to devote part of his spare time to study which would equip him for the next rung on the ladder.

As our general auditor, T. O. Edwards, has said, it is a good thing to "prepare to step along."

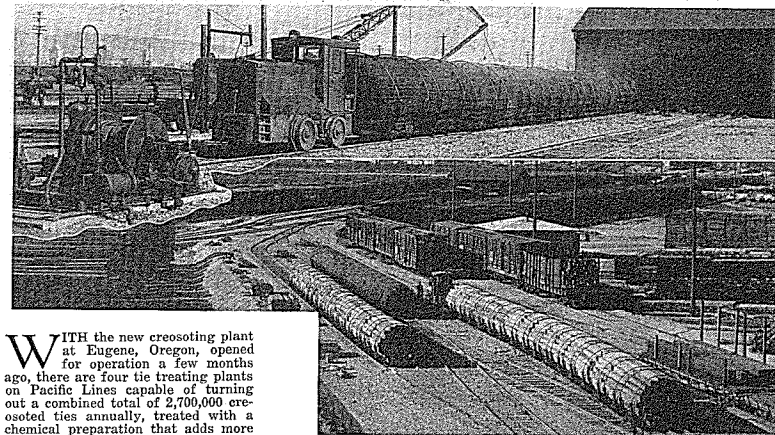
ASIDE from the growth of taxation, a burden on the railroads this year of approximately \$400,000,000, the most serious immediate threat to the earning power of the railroads is found in the continuing effort to abolish the Pullman surcharge through Congressional action.

Railroad passenger service in 1925 produced a little more than one-fifth of the railway operating revenues and produced only one-eleventh of the net operating income of the railroads. The Pullman surcharge amounted to more than one-third of the net operating income derived from passenger service.

The proposal to abolish the Pullman surcharge is therefore a proposal to take away more than one-third of the already inadequate return received from passenger service in this country.

The automobile may be putting a few railroad trains out of business—but not when they meet on a grade crossing.—Los Angeles Times.

Creosote Doubles the Life of a Railroad Tie



WITH the new creosoting plant at Eugene, Oregon, opened for operation a few months ago, there are four tie treating plants on Pacific Lines capable of turning out a combined total of 2,700,000 creosoted ties annually, treated with a chemical preparation that adds more than ten years to the life of a railroad tie.

In addition to the Eugene plant, which has an annual capacity of 500,000 ties, plants of about equal size are located at West Oakland and Wilmington, and a fourth at Alamo-gordo, N. M., with a capacity of about 400,000 ties. The West Oakland plant was completed in September last year and is one of the most modernly constructed and equipped tie treating plants in the country.

While Southern Pacific was a pioneer in the use of creosote for preserving timber on the Pacific Coast, having built a plant at Wilmington (now part of Los Angeles) in 1887, and one in Oakland in 1890, for treating piling and bridge timber, it was not until 1922 that the creosote preservative was adopted for ties.

The four existing plants will now be capable of supplying the entire Pacific Lines with creosoted ties for new construction and replacement work.

From the beginning of construction work on the first lines of the Company in 1863, redwood ties were used "almost exclusively." Cedar was subsequently introduced, and these two species constituted 75 per cent of all the ties in track by 1894. The rapidly increasing tonnage, however, made it necessary to procure harder wood, and in that year a plant for Burnettizing Douglas fir was placed in operation. Douglas fir has now largely displaced all other wood for use as ties, but the Burnettizing, or zinc chlorizing, treatment has been abandoned after a period of more than thirty years.

Ties are now treated with a solution, or mixture, of 70 per cent creosote oil and 30 per cent asphalt base fuel oil. This treatment is by the

Boeping Process, modified for Douglas fir, to a retention of 7.1 pounds of solution per cubic foot of timber. In other words, five pounds of creosote per cubic foot of wood is sufficient to inhibit decay over the expected life of the tie, the fuel oil serving not only as a dilutant but as a lubricant and seal for the wood fibres, thereby aiding the mechanical life of the tie.

The major factor in the maintenance expenses of the Company is that covering the purchase, installation and protection of timber in its many forms. Ordinarily, timber can not be considered a permanent building material. However, it has many uses for which there are no substitutes and its shortcomings must be accepted. Piling is treated to a saturation with pure creosote so as to insure maximum freedom from attack of the marine borers when used in sea water. Other timbers are treated with varying quantities of the preservative in accordance with the purpose for which the timber is intended. Rot and decay, especially when the timber is exposed to moisture, must be guarded against. On land there are insects known as termites, or white ants, which make their home in the timber and gradually destroy it. Care in design and use of timber will minimize ordinary mechanical wear to such an extent that the useful life of the timber is determined entirely (not considering damage by fire) by its freedom from the attack of decay and organism that destroy the wood fibre.

Process of tie treating at the large West Oakland plant, which was constructed at a cost of \$520,000 on 25 acres of reclaimed marsh land, is practically identical with that of the other three plants.

Ties are piled in the seasoning yard, with proper air spaces, where they remain for about 90 days. In that time they become fully seasoned and are ready for treating. They are then loaded on tram cars and switched by a "dinky" locomotive to the tie mill.

Here the ties as passed at a rate of seven or eight per minute through machines that (1) bore eight holes for the spikes that will hold the rail, (2) brand the ends of the ties with letters and numerals that (a) indicate the line end of the tie, (b) the preservative used, (c) year treated, (d) rail for which the tie has been bored. The tie then passes on to a machine that incises the top, bottom and sides with perforations that allow an even penetration of the preservative. They are then reloaded on the tram cars and moved to the creosoting plant.

This plant consists of two retorts each eight feet in diameter and 132 feet long, together with storage and mixing tanks, pump room, boiler room, and other necessary auxiliaries. Each retort weighs 300,000 pounds and has a capacity of 39,700 feet board measure per charge.

Standard gauge track on which to

run the tram cars extends the full length of the retorts. Iron bales hold the ties in place, keeping them from floating off the cars while in the creosote bath. The retorts are closed tightly at each end and filled by gravity with the creosote mixture which has been held at the proper temperature in a tank 8 1/2 feet in diameter and 66 feet long. The ties remain in this bath for 15 or 16 hours. With pressure, the creosote can be blown out of the retort in four or five minutes. The little train of tram cars is then pulled out of the retort and the creosoted ties are ready for service.

The plant also has a pole-treating vat for the butt treatment of poles with creosote. This vat has a capacity of 40 poles per charge and will give an eight-foot butt treatment, and handle poles up to 75 feet in length.

Various operations connected with treating timbers are carried out with scientific exactitude and carefully recorded. The pump room is the central control for all processes. Manifolds control the compressed air, oil, vapor and circulating water. An electric driven compressor provides compressed air at 250 pounds per square inch. Two manometers, eight feet in diameter and 16 feet high are set on special 100,000-pound platform scales with the scale beams in the pump room. This allows accurate control and record of oil injected into the timber.

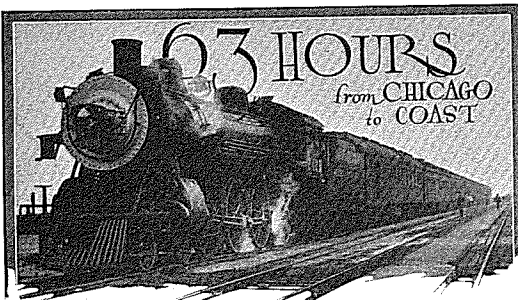
The boiler room contains three 120-horsepower cross drum water tube boilers. Ordinarily the load is carried by two of the boilers, the third being provided to allow overhaul, washing and emergency demands. In this room is a "zeolite" water softener for the treatment of all water used in the plant. Fuel oil taken from an underground service tank is heated and pumped to the steam atomizing burners. The furnaces are of a design developed by the Company for the most satisfactory combustion.

Three air receiving tanks, five feet in diameter and 25 feet high, designed for 250 pounds per square inch air pressure, and two 600,000-gallon tanks holding a working supply of oil, are located just outside the plant.

Several hundred feet from the building are the main oil storage tanks. The creosote tank has a capacity of 1,200,000 gallons. Adjacent to it are two 100,000-gallon tanks for the making and storage of mixtures of creosote and fuel oil. A mixing sump of 10,000-gallon capacity is located close to these three tanks with a steam pump for the measuring and making of the mixtures.

The tank farm is surrounded by an earth levee as a protection in case of tank failure or fire. As a further safeguard, the tanks are fitted with gas tight roofs and pressure relief valves.

Timber treating is carried on under the direction of W. H. Kirkbride, engineer of maintenance of ways and structures, and W. M. Jaekle, assistant engineer of that department.



A NEW epoch in transcontinental rail transportation was reached on November 14 with the departure of the San Francisco Overland Limited from San Francisco and of the Golden State Limited from Los Angeles, both bound for Chicago on the new operating schedule which clips five hours from the running time between the Pacific Coast and the metropolis of the Middle West.

Photograph above shows the first west-bound 63-hour train as it arrived at Berkeley November 17.

The new schedule calls for completion of the long transcontinental journey in six-and-a-half hours, the fastest time ever made between these points by passenger trains in regular scheduled service. The first "limited" passenger trains between the East and West in 1869 made the trip in 133 hours. There were no Pullman or diner accommodations and the venturesome passengers had to bring their own lunch. Since that time the distance has been reduced by 97 miles, the running time by 70 hours, and the fare has been reduced \$39.53.

Made up of the most modern railroad equipment available, the 63-hour limited trains will be the aristocrats of western transportation. Barbers, valets and ladies' maids will care for the needs of the passengers. The Pullman coaches all have the permanent-partition arrangements which insures greater privacy. Shower baths for men and women, club car for the ladies are among the features.

Simultaneously with the departure of the limited trains under the new operating schedule, the refund system was introduced.

Despite the fact that the new train makes the run to Chicago faster than any of its predecessors, a refund will be given to each passenger whenever the train arrives at its destination late by two hours or more.

An extra fare of ten dollars is charged on the 63-hour trains, which amount is graduated for intermediate points. The passenger refund will be based on the length of time elapsed after the scheduled arrival time.

Leaving San Francisco at 6 p. m., the San Francisco Overland Limited will arrive in Chicago at 11 o'clock of the third morning. This train leaves Chicago at 8:10 p. m., arriving in San Francisco at 9:10 a. m. The Golden State Limited leaves Los Angeles at 5 p. m., arriving in Chicago at 10:00 a. m. Leaving Chicago at 8:30 p. m., it arrives in Los Angeles at 9:30 a. m. This schedule saves a business day and makes convenient connections with through trains east from Chicago.

COLFAX ROADMASTER IS BID FAREWELL AT PARTY

Roadmaster T. W. Saul of Colfax, who will make his home in the East, was given a surprise party by Colfax employees at his home November 9. J. J. Perry, yard foreman, presented him with a gold watch and chain as a gift from the maintenance forces and other employees.

Among those present were: J. Marsella, G. Kaporis, A. Catenari, L. Bertolozzi, J. J. Margoroli, A. P. Bertolani, F. H. Bunk, S. Mostrolo, W. W. Moloney, S. Cavigli, I. Ridolfi, J. J. Perry, T. Del Carlo, M. Demick, L. S. Billheimer, A. P. Gradock, B. Speranza, P. Magni, E. Moscardini, M. Franceschi, N. Spragia, V. Monsgrati, L. Scatena, A. Rovetti, V. S. Siring, J. E. Moloney, M. Douglas, L. Hernandez, F. M. Johnson, J. P. McIntosh, and W. C. Samuelson.

CHEEVER, ASST. CHIEF CLERK TO PRESIDENT SPOURLE

R. R. Cheever, who has for six years been secretary to President Wm. Spourle, has been appointed assistant chief clerk in the President's Office.

Cheever entered the service of the Pacific Electric at Pasadena in 1906 as a stenographer in the superintendent's office. He held the same position in the asst. general manager's, general manager's, and vice president's office. Later he was secretary to Paul Shoup as vice president of the Pacific Electric, and then chief clerk in that office. Before coming to San Francisco in 1920, he was secretary to H. B. Titcomb, then vice-president of the Pacific Electric.

December, 1926

Employees Have Interest in "Surcharge" Rate

By SAMUEL O. DUNN, Editor of Railway Age

ONE charge made for railway service which has been much criticized by certain classes of persons is the so-called "surcharge" for transportation in sleeping and parlor cars. It is usually called the "Pullman Surcharge," but the revenue received from it does not belong to the Pullman Company, but to the railroad transporting the passenger.

The railways were authorized by the Interstate Commerce Commission in 1920 to make this extra charge for extra service. Many attempts have been made since then to have it abolished. First, complaints against it were made to the commission, which upheld it. Those attacking it then went to Congress and tried to get a law passed abolishing it. They have failed thus far, but it is expected Congress will again be urged at its approaching session to abolish the "surcharge."

The question presented is one in which all railway employees should be interested. The amount the railways can pay out for labor and everything else depends on the amount of earnings they can get without the rates they are allowed to charge. Their earnings from the "surcharge" now amount to about 40 million dollars a year. If they should have the surcharge taken from them, one or more classes would lose what those who now pay the surcharge would gain. Who is going to suffer the loss? Is there any class of persons that should be made to bear it in order that those who enjoy luxurious service in sleeping and parlor cars may be enabled to travel cheaper?

Should Railways Stand Loss?

It may be said the railways should bear the loss by having it taken out of the "net return" earned by them. The Interstate Commerce Commission is a federal government body that represents all the people in regulating railways. One of its duties is to determine the average annual net return the railways should be allowed to earn to enable them properly to serve the public. The commission has held that the return they need and should be allowed to earn is 5% per cent on the value of their property. In no year since they were returned to private operation in 1920 have they earned this much. Therefore, according to the highest government authority, it would be unreasonable and unfair to reduce the net return of the railways by taking from them as much earnings as are now derived from the "surcharge."

Employees certainly would not agree that if the surcharge were abolished the loss in railway revenues resulting should be offset by a reduction of their wages.

Suppose, however, it should be conceded that there ought to be taken 40 million dollars a year either from the net return of the railways or from the wages of their employees. Are those who ride in sleeping and parlor cars

entitled to get the money, as they would if the surcharge were abolished?

The railways derive practically all their earnings from transporting freight and passengers. Passengers are divisible into two classes—those who travel in day coaches and those who travel in sleeping and parlor cars. The "surcharge" makes the passenger rate per mile paid by those who travel in sleeping cars about ten per cent higher than the rate paid by those who travel in day coaches. The Interstate Commerce Commission said in the decision rendered by it on January 26, 1925, in which it refused to abolish the "surcharge": "At a time when whatever capacity railroads may have for rate reductions should be utilized for the benefit of other forms of traffic, we ought to scrutinize with great care any proposals to collect less revenues from those who ride in sleeping cars or from those who are able to afford the luxury of parlor cars. They ought to meet the full cost and value of the service furnished and a reasonable return on the property value. The decision does not show that they are paying any more."

The "other forms of traffic" referred to by the commission are travel in day coaches and freight business. Since the commission made its decision, its Bureau of Statistics has compiled some figures which show that the total expense incurred by the railways in transporting all their passengers is much larger in proportion to the earnings derived from them than is the case with freight business. In 1925, as these figures show, the operating expenses and taxes of the railways as a whole chargeable to freight business were 78 1/2 cents for each dollar of earnings they got for handling freight, while for passenger service their operating expenses and taxes were more than 91 cents for each dollar earned. These figures show that passenger business as a whole is relatively much less profitable than freight business.

The showing on the western rail-

Random Shots

I SHOT an arrow into the air, it fell in the distance, I knew not where, till a neighbor said that it killed his cat and he had to pay him six and a half (\$6.50). I bought some poison to slay some rats, and a neighbor swore that it killed his cats; and, rather than argue across the fence, I paid him four dollars and a half (\$4.50). One night I set sailing a toy balloon, and hoped it would soar till it reached the moon, but the candle fell out on a farmer's straw, and said I must settle or go to law. And that is the way with the random shot; it never hits in the proper spot, and the joke you spring, that you think so smart, may leave a wound in some fellow's heart.

—Emporia Gazette.

ways alone is much worse for passenger business. In 1925 the operating expenses and taxes chargeable to the freight service of western railways were 76 1/2 cents for each dollar they earned from freight business. On the other hand, the operating expenses and taxes chargeable to the passenger service of western railways were almost \$1.01 for each dollar of earnings they derived from it. The western lines actually paid by about 14 million dollars to get enough earnings from their passenger business as a whole to pay merely the operating expenses and taxes applicable to it. They earned this much less than any "net return" at all from passenger business.

The passenger business of the railways being already, as these figures show, unprofitable as compared with their freight business—and the passenger business of the western railways as a whole being actually handed over to an operating loss—it seems clear, first of all, that any reduction in railway earnings is justifiable, it should not be made first in passenger earnings, and, secondly, that if no reduction in total railway earnings is justifiable there should not be made a reduction in passenger charges which would have to be offset by an advance in freight charges. The abolition of the surcharge would, of course, be a reduction in total railway earnings. Should the western farmer be asked to pay higher rates on his grain in order that those who enjoy the luxury of sleeping and parlor cars may be allowed to travel cheaper?

Pay for Luxury
The passenger who rides in a day coach should not be charged the same rates for transportation as the passenger who rides in a sleeping or parlor car. Sleeping and parlor cars are heavier than day coaches, and the passenger in them is given much more room in which to ride. On many trains he has the use not only of the car which his seat or berth is located, but also of a club car and observation car or both. It costs the railways more to carry him, and the service he gets is better. For both of these reasons he ought to pay more.

The "surcharge" has been attacked upon the ground that it keeps people from riding in sleeping and parlor cars. The facts disprove this. Between 1921 and 1925 travel in day coaches declined twenty per cent. This was due to automobile and motor bus competition. Between the same years travel in sleeping and parlor cars, on which the extra charge was applicable, increased twenty per cent. This increase in travel in sleeping and parlor cars is still continuing, it having been nine per cent greater in the first half of 1926 than in the first half of 1925.

One of the most objectionable features of the campaign that has been carried on against the surcharge has been the attempt made to get Con-

gress to pass a law abolishing it after the Interstate Commerce Commission has upheld it. The people of the country gave Congress a mandate to create the commission to regulate rates because they did not believe that Congress ever could have the knowledge of railway affairs and the freedom from political influence that should be possessed by any body that should directly regulate the railways.

The Commission has done all the regulating of rates that has ever been done by the federal government. The passage of a law abolishing the surcharge would involve the direct fixing of rates by Congress. If Congress is to pass a law to change passenger charges fixed by the commission, why should it not pass laws changing other rates fixed by the commission? Once a precedent for rate-fixing by Congress has been established, nobody can tell how far it will go in directly regulating railway rates and other railway matters. Congress is subject to political pressure from various classes and territories. The amount of influence these different classes and territories can exert is constantly changing. If it began to fix railway rates by law, how long would it be before it would begin to fix railway wages by law? It already fixes wages in the postal department by law, and postal employees do not like the results.

When differences between the railways and their patrons arise regarding rates they should be settled by a commission which is not subject to political influence, as Congress is.

The Interstate Commerce Commission has held that the passenger surcharge is a reasonable charge. All the facts support its decision. The railways need the money derived from the surcharge to help pay reasonable wages and other operating expenses, and returns to the investors in their securities. They should be supported by the employees in opposing its abolition, because in the long run the railroad employees will not be able to pay reasonable wages unless it is able to get reasonable rates for every kind of service that it renders.

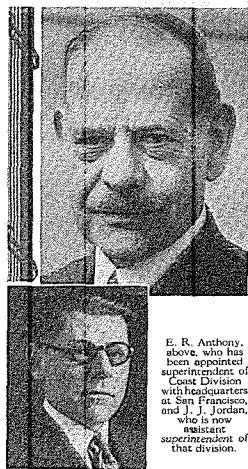
S. P. IN EUROPE HOLDS TO STANDARD OF SERVICE

European representatives of the Company are maintaining Southern Pacific's standard of service, judging from the letters of commendation that have come to attention recently.

"It was a real pleasure to do business with the Southern Pacific in Paris, and it was the one company which was reliable," wrote Arthur Gruer of New York.

"It says much for your organization that one can book at your office in the center of London, as I did, and find himself on the Pacific Coast without one delay or inconvenience, as far as your Company is concerned," wrote C. S. Standbrook of Santa Monica in a letter of appreciation to J. J. O'Connor of the New York office, following a trip over the Sunset Route via New Orleans, arrangements for which were made in the London office.

Anthony and Jordan Now Head Coast Division



E. R. Anthony, above, who has been appointed superintendent of Coast Division with Headquarters at San Francisco, and J. J. Jordan, who is now assistant superintendent of that division.

EFFECTIVE November 1, E. R. Anthony, who for more than twenty-two years has been assistant superintendent of the Coast Division, was promoted to superintendent of that division. At the same time, J. J. Jordan, formerly assistant superintendent of the general manager's staff, became assistant superintendent of the Coast Division.

Mr. Anthony entered the service as a messenger boy at the San Francisco freight station on November 1, 1875, when he was fifteen years old. It is an interesting coincidence that 51 years later to the day he was promoted to the position at head of his division.

Starting his railroad career when Southern Pacific was in its infancy, Mr. Anthony as a young man had opportunity to come in frequent contact with the members of the famous "Big Four" and was referred to by Governor Stanford and Charles Crocker as the "fair-haired boy." He was a clerk in the treasurer's office from January, 1876, to July, 1877, then clerk in general auditor's office, bookkeeper at that office, and in August, 1880, went to the paymaster's office as clerk. He was appointed assistant paymaster in May, 1888, and during the six years before he was appointed assistant superintendent of the Coast Division, he traveled over the system with the pay car. This was during the period when Sontag and Evans, and other desperate highwaymen were a continual threat to the railroad pay car. Fortunately Anthony and his assis-

stants never had to make use of their preparedness.

Mr. Anthony has spent his entire railroad career in San Francisco and is widely known among business men of the bay district as well as in transportation circles.

Mr. Jordan entered the service as a fireman at Rocklin in January, 1905, and soon afterward went into yard service, first as yardman, and in 1906 was appointed engine foreman. When the terminal was moved to Roseville, he became assistant yardmaster and then night yardmaster. In 1909 he transferred to Reno as general yardmaster, returning to the Coast the following year as night general yardmaster and then general yardmaster, which position he held when transferred to Sacramento in August, 1912. In August, 1915, he was appointed acting trainmaster at Sacramento, to which position he was definitely appointed in 1916. In October the following year he was appointed terminal assistant superintendent of Coast Division, and in August, 1920, took his recent position as assistant superintendent on the general manager's staff.

GOLD COAST AND SENATOR ARE NEW TRAINS

Advent of the new 63-hour schedule for the San Francisco Overland Limited and the Golden State Limited, caused the establishing of two new trains and several changes in important transcontinental and local passenger train service.

Gold Coast Limited, a new train, Nos. 27 and 28, will take the former 68-hour schedule of the San Francisco Overland Limited and the Apache, a new train inaugurated on the Sunset Route several months ago, will take the former schedule of the Golden State Limited from Los Angeles.

St. Louis Express has been consolidated with the Pacific Limited which leaves San Francisco at 4 p. m. A new train, the Senator, will leave San Francisco for Sacramento at 1 p. m., arriving there at 4 p. m., and, returning, will leave Sacramento at 10:25 a. m., arriving in San Francisco at 1:30 p. m.

Nevada Express, Train No. 6, leaves San Francisco at 7 p. m. instead of 6:20 p. m. Sunset Limited Train No. 101, now leaves Los Angeles at 6:15 p. m. instead of 8:30 p. m. and arrives at San Francisco at 8:15 a. m. instead of 10:15 a. m.

BRAKEMAN'S SERVICE GAINS WIDE REPUTATION

So many reports of the courtesy of Brakeman S. A. Sandstrom of Los Angeles Division, were carried by travelers that the Philip Minot Chase, travel advertiser of Boston, Mass., that that concern wrote the Traffic Department concerning the work of the passenger brakeman, whose reputation for thoughtful service has so often traveled back and forth across the continent.



CHAPTER IV. Plans For Pacific Railroad Take Form—Theodore Judah.

IN private to investigating these aid private plans, and perhaps to be it in considering them, Congress in 1853 directed Secretary of War Jefferson Davis to "ascertain the most practical and economical route for a railroad from the Mississippi River to the Pacific Ocean."

Davis sent out five columns of army engineers, whose report fills twelve large volumes with narrative, pictures and maps.

The routes they surveyed have since been approximated by the lines of the Northern Pacific, Santa Fe, Southern Pacific and Union Pacific from Council Bluffs to the mountains. The army reports indicated that the southern routes could be constructed in less time and for less money than the northern routes, which, on account of grades and snow, were regarded as impracticable.

But for the Civil War, it is not unlikely that the first railroad to the Pacific Coast would have been through the southern states. The war, while adding immeasurably to the difficulty of financing the project, influenced the selection of the northern route and was a large factor in hastening the passage in 1862 of a "Pacific Railroad Bill," which included in the Government aid, liberal grants of public lands.

It was Theodore Dehone Judah, a young engineer who came to California in 1854 as chief engineer for the Sacramento Valley Railroad, which had been organized to build a road from Sacramento to Folsom, whose concentrated enthusiasm gave definite direction to the steps which led to breaking ground for the Central Pacific Railroad at Sacramento in 1863.

Judah was born in 1826 at Bridgeport, Conn., and was educated at the Rensselaer Polytechnic Institute at Troy, New York. Judah's early ambition had been to enter the United States navy, but he was unable to secure an appointment to Annapolis. He turned his energies to civil engineering and with notable success. He was resident engineer of the Connecticut River Railroad; surveyed and built the railroad from Niagara Falls

to Lewiston, and served as engineer on the Erie Canal and on the Rochester and Niagara Falls Railroad.

Armed with this—in those days—unusual railroad experience, Judah came West in 1854 to the Sacramento Valley Railroad, the construction of part of which he supervised.

Goes to Congress

In the fall of 1855 he went East to raise funds to extend the Sacramento Valley Railroad from Marysville to San Francisco. He attended three sessions of Congress, endeavoring to procure the passage of a bill making grants of land to aid in the construction of railroads in California.

It was in this way that Judah gained the knowledge of legislative methods which led to his selection, in 1859, to represent in Washington the California Railroad Convention, in an effort to get another bill through Congress, and which enabled him still later to render material help in securing the passage of the "Pacific Railroad Bill."

The railroad convention, which was held in San Francisco October 11, 1859, at Assembly Hall, Kearny and Post streets, never published by the California State Legislature "to consider the refusal of Congress to take effective measures to secure construction of a railroad from the Atlantic to the Pacific."

The California Legislature had been active in its efforts to help secure rail transportation across the continent.

In 1850 the Legislature passed a resolution urging on Congress the im-

"Trail to Rail" Is Story of Company's Beginning

THE "Trail to Rail" article now running in the Bulletin is the only authentic and complete record ever published of the building of the old Central Pacific line from Sacramento to Promontory Point, Utah, which line is now a part of Southern Pacific.

Building the western link of the first transcontinental railroad was one of the greatest achievements of the West and will undoubtedly be followed with close interest by employees in all branches of the service. The present article will not go into the history of the Southern Pacific Company as an entire organization in any great detail.

portance of authorizing the construction of a national railroad from the Pacific Ocean to the Missouri or Mississippi River.

In 1852 the Legislature adopted a resolution instructing the California delegation in Washington to vote for a national railroad to the Pacific Coast.

A Railroad Convention was held in San Francisco October 4 and 5, 1853, and in 1853, 1854, and 1857 the Legislature, by resolution, urged Congress to act.

In 1854 the California Legislature appointed a committee of six to collect information regarding the proposed routes for the Pacific Railroad, and in 1855 the legislature urged the national government to establish military and post routes across the plains from the Atlantic states and California.

Judah was a tireless worker, and the report of his activities in Washington as the representative of the Convention is the report of a big job well done. His efforts were not crowned with success, however, until nearly two years later.

Judah went East by the Panama route, and had for his fellow passengers Congressman J. C. Burck, who recently had been elected one of California's delegation to the House of Representatives, and General J. H. Lane, United States senator from Oregon.

Judah made good use of the long hours of travel, and by the time they reached Washington both Burck and Lane knew as much about the Pacific Railroad project as Judah could tell them, and were nearly as enthusiastic as the engineer himself.

During the trip, the trio prepared a bill, which, when they reached New York, Judah had printed. He sent a copy with an explanatory circular to all the principal newspapers and to prominent individuals who were directly and indirectly interested in the transcontinental project.

He interviewed influential men in Boston and New York, had a long talk with President Buchanan, and secured his approval of California's efforts to secure railroad communication with the East.

Note 9—Pamphlet published by Judah, Sacramento, Nov. 1, 1850 (In State Library, Sacramento).

Finding the House occupied with the election of a speaker, he writes: "I decided to make a tour through the West, and endeavor to awaken as much interest as possible in our efforts. Before the organization of Congress I accordingly visited New York, Albany, Syracuse, Buffalo, Cleveland, Columbus, Chicago, and Cincinnati, being absent about one month, and arrived in Washington again January 14, 1860, since which time I have been constantly engaged in endeavoring to further the passage of the 'Pacific Railroad Bill'."

Back in Washington, he undertook the education of Congress in the matter of the Pacific Railroad. He sent a copy of his bill to each member of both Houses, and to every prominent newspaper in the country. He interviewed the speaker of the House and acquainted him with California's plan.

When the committee had been appointed, to which the Pacific Railroad legislation would be referred, Judah saw to it that every member had a full supply of Pacific Railroad literature and a copy of the bill Judah had prepared.

Slavery Was Issue

Unfortunately for his efforts, the question of the abolition of slavery had now become acute, and the national legislators had no time to discuss railroad bills. The measure of the California Convention was postponed until the following session of Congress.

"I am sustained," wrote Judah at this time, "by the views of many intelligent gentlemen of experience, in the opinion that with proper exertion there is little doubt of the passage of the bill at the short session."

Judah had left no stone unturned to interest Washington in his project. Through Congressman Burch, Judah was given a room in the Capitol on the same floor with the halls of the House and the Senate. There he established a general headquarters for the Pacific Railroad.

As he says: "I procured all the maps, reports, surveys and papers of every kind to be found on the subject, and, it being so convenient to the halls, many of the senators and members were accustomed to drop in daily. You may be assured that no opportunity was lost to further our views and impress on them the importance in which the subject is held in California."

Judah also reported that he had collected reliable information with regard to the operation of locomotive engines on heavy grades—highly important in view of the problem that had to be solved in crossing the Sierra Nevada Mountains—and establishing the fact that grades of as high as 350 feet per mile could be overcome and operated with safety.

Judah returned to California satisfied that the Pacific Railroad bill could be passed and that the most important thing for him to do, and that without delay, was to find a pass for the road through the Sierra. He was convinced that such a pass existed and many of those who had supported



THEODORE D. JUDAH
First chief engineer of the Central Pacific who envisioned the railroad over the Sierra but did not live to see his dream come true. He was only 37 years old when he died in 1869 from pneumonia.

the bill in Washington had accepted his faith as sufficient assurance. His inability to make a definite declaration, however, that a pass of specified grades had been found, had caused a number of congressmen to withhold their support.

He had no money to pay for surveys. San Francisco men who had helped pay his expenses in Washington refused to contribute any more to a venture that seemed so hopeless of fulfillment.

Judah undertook some explorations for wagon road routes for the Sacramento Railroad. At the same time, Daniel W. Strong, of Dutch Flat, was out in the mountains seeking a road over which some of the emigrant travel could be diverted so that it would pass through Dutch Flat. Strong discovered what he thought was a place where a railroad could go through the Sierra. He knew that Judah had been searching for a pass over the mountains farther north than the thirty-second parallel. He wrote to Judah, telling him of his discovery and inviting him to come up to Dutch Flat and take a look at what he believed was a gateway through the rocky range.

Judah responded promptly, and, with Strong's aid, enough money was raised in Dutch Flat to pay the cost of an investigation by Judah. He returned to Dutch Flat in August, 1860, with the announcement that he had found a practical line for the railroad across the Sierra Nevada Mountains on the crest of a continuous divide from the Sacramento Valley to the summit. This line, he announced, was shorter and more direct than the one indicated by government engineers,

and had maximum grades of 100 feet to the mile.

Judah immediately prepared articles of association for the "California Central Railroad," and, on November 1, 1860, issued a circular detailing his discovery of the pass and inviting subscriptions to a company which he had organized "for the purpose of constructing a road through the state upon this route, in anticipation of the passage of this bill; to procure the recognition of this as the line of the Pacific Railroad through California; to procure the appropriations appertaining to this end of the route; and to construct the road under this organization."

Seeks Finances

He pointed out that the California law required that, in organizing a railroad company, \$1000 per mile must be subscribed and 10 per cent paid in. He continued:

"The estimated length of the road to the state line is 115 miles, requiring a subscription of \$115,000, on which 10 per cent or \$11,500 is required to be paid in. It is proposed to make with this 10 per cent a thorough, practical railroad survey, establishing the grades, cuttings, and fillings, and to make the necessary maps, profiles, estimates, reports, etc."

He announced that he had "in the towns of Dutch Flat, Illinois, Grass Valley, and Nevada received a bona fide subscription of \$46,500, leaving about \$70,000 subscription (requiring payment of \$7,000) to be made up by the existing stock of San Francisco and Sacramento."

He promised that his plan, to make this the western end of the Pacific Railroad, would receive the support of the California delegation in Congress and that Congressional leaders and other men of influence in Washington were in full sympathy with his aims.

This pamphlet was sent to the newspapers of San Francisco and Sacramento and to men of means in both cities. Judah followed it up with personal visits. In San Francisco he found no encouragement.

Daniel Strong, who worked with Judah in this first effort to raise money, testified in 1887 before the Pacific Railroad Commission that only two men bought stock in San Francisco, and that they were both residents of Grass Valley.

Judah's dream failed to attract men who were getting 2½ to 3½ per cent a month interest on their money in the regular course of business. His project offered no profits at all until the road was built, and that would take years. When the profits did come, there was no likelihood that they would be anything like the returns to which western investors were accustomed. Furthermore, if the ven-

ture failed, as many similar enterprises had, there was the California law which made stockholders liable for their proportion of the company's liabilities. San Francisco said "No."

San Francisco said "No."

Judah went to Sacramento and, through newspapers and public meetings, sought to interest capital in his plan. It was at this stage of the drama that the "Big Four" made their entrance.

James W. Bailey, a Sacramento jeweler, and a friend of Judah's, went to Leland Stanford, a prosperous merchant of that town, and told him that Judah had discovered in the mountains a pass over which a railroad could be built. He told what the engineer had done in the way of temporary organization, and asked Stanford if he would see Judah, hear his story, and, perhaps, put some money in the project.

Stanford asked Bailey to let him first talk over the matter with his friend, Collis P. Huntington, a member of the hardware firm of Huntington & Hopkins.

Huntington and Stanford met that night at Stanford's home. There were five men present. They brought in Mark Hopkins, Huntington's partner, and their friend, Charles Crocker. Judah was invited to tell his story, which he seems to have done with convincing effect.

Huntington said he would be willing to pay his share of a proper survey. He would promise nothing more, he said, until he knew the results of such a survey. To this the others agreed, and Judah was directed to go ahead, with the understanding that if the actual conditions were found to be as represented, a company would be organized to build the railroad.

CHAPTER V.

The Big Four.

Huntington, Hopkins, Stanford, and Charles Crocker made up that strong pioneer group famous in western history as the "Big Four." They were a rare team. Each member had made a success of his own business before joining with the others to conquer the Sierra. Each had developed qualities which made him a necessary part of the miracle-working organization that Judah's enthusiasm had fanned into life.

Huntington was the financial genius; Hopkins took care of the money Huntington raised and guided its wise expenditure; Stanford carried out administrative policies, which represented the combined wisdom of the quartet; Crocker, with a gift for handling large forces of men, got the work done.

Although all successful business men, the combined resources of the four, at the most extravagant calculation, could have been but a small part of the great sum needed to build a railroad across the Sierra. They brought to the job, however, more than money, more than business experience. They brought character and integrity. Their reputation for

NOTE 12—U. S. Pac. R. R. Com. p. 3774.

common sense suffered, in the estimation of many of their friends, when they risked their fortunes in the Central Pacific, but their given word was accepted at face value even by their critics. Men who had no faith in the success of the Central Pacific advanced large sums of money on the personal guarantee of the "Big Four."

To estimate the debt the world owes these pioneer builders, it is necessary to understand the sacrifices they made to carry out this work. It's true that their ultimate reward was great, but not unduly so when it is considered what their railroad enterprise did for the West and for the generations that followed them. Furthermore, the fortunes they made were used, as long as they controlled them, in developing, extending and improving the transportation machinery of the great empire they had opened to the world. And they carried on until halted by death.

It should be remembered also that the opportunity they grasped had been offered to practically every man of means in California before it came their way. After they began work, they offered to share their opportunity with any that would share the financial burden and the responsibility. The project was regarded with such distrust by financiers that even to buy shares in it before it was built was injurious to a man's credit. The builders put into the work the best years of their lives, their entire fortunes, and all they could borrow.

In the days when the Central Pacific was launched, men of middle age, particularly if they had been successful in the "retiring" than of seeking new worlds to conquer. The associates were in this class. Judging by the standards of 1860, each

had "made his fortune" and all had reached the age when custom counted it proper for men of their years to "take it easy." Mark Hopkins, the oldest of the quartet, was 49; Huntington 41; Crocker 40; and Stanford 37.

Instead of "taking it easy," however, the men tackled what was then the biggest job in the world, and made a success of it. From that job they went to others. Death found each of the "Big Four" still in harness.

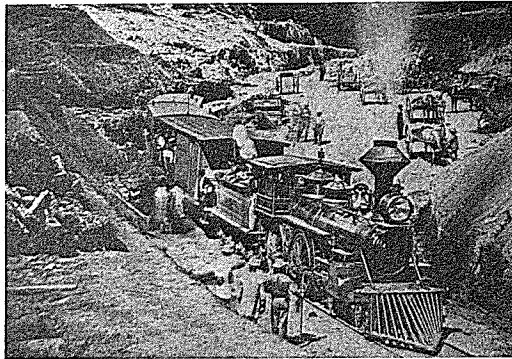
Despite the saying that a prophet is not without honor except in his own country, all the appreciation of what these four men accomplished has not been left to this generation. Here is what a writer had to say about them in 1873, four years after the last spike had been driven in the transcontinental road:

"The projectors of the Central Pacific Railroad completed it, and today control and manage it; they did not let it slip out of their fingers; and, what is more, although only merchants, totally inexperienced in railroad building and railroad managing, they did their work so well that, in the opinion of the best engineers, their road is today one of the most thoroughly built and equipped and best-managed in the United States. Their bonds sell in Europe but little if any below United States Government bonds, and their credit as a company, in London, Frankfurt, and Paris, is as high as that of the Government itself."

"Moreover, you are to remember that these Sacramento merchants who undertook to build a railroad through 800 miles of an almost uninhabited country, over mountains and across an alkali desert, were totally unknown to the great money world; that their



When western railroading was young and California railroads could be figured within a couple of hundred miles, San Jose was the southernmost terminus of the state. This picture shows the railroad yard at that point in 1869 shortly after the line of the San Francisco-San Jose railroad was completed on January 14 that year. D. C. Bailey, son of the first engineer, is standing in the foreground. The first building at the right is the roundhouse, the building just beyond is the ticket office, and the one at the right is a hotel that was burned that year. There were no oil-burning locomotives in those days and the main line to the north was not yet built. The picture was sent to D. C. Bailey, son of the pioneer engineer, who is an engineer on Stockton Division, located at Tracy.



Railroad in June, 1869, when the Central Pacific line was being built through Dixie Cut near Gold Run station about 40 miles from Sacramento.

project was pronounced impracticable by engineers of reputation testifying before legislative committees; that it was opposed and ridiculed at every step by the moneyed men of San Francisco; that even in their own neighborhood they were thought sure to fail; and the "Dutch Flat Swindle," as their project was called, was caricatured, written down in pamphlets, abused in newspapers, spoken against by politicians, denounced by capitalists, and for a long time held in such ill repute that it was more than a banker's character for prudence was worth to connect himself with it, even by subscribing for its stock."

There have been many conflicting reports as to the actual wealth of the associates at the time they organized the Central Pacific. The best light on this comes from Collis P. Huntington himself. In testifying before the Pacific Railroad Commission in 1887, he said that the firm of Huntington & Hopkins in 1862 owned property valued between \$500,000 and \$600,000, and that their credit rating in their own business was probably about one million dollars. He also testified that Governor Stanford was worth "up in the hundred thousand several times" and Crocker more than \$200,000, "and doing a thrifty business."

The combined fortunes of the associates would have been a very small part of the money needed for an undertaking like the construction of a railroad across the Sierra. It should

be remembered, moreover, that their entire fortunes were not available for this purpose. Most of the capital of each of the associates was already invested in a going business so that there was available for investment in an outside venture like this only the surplus, the fatal amount of which we can only guess at.

Huntington also told how the associates came together. "In a general way," he testified, "I believe that every member of the company came in at my personal solicitation. I spent many evenings until a late hour after getting through my regular business in going to see men. I went to see only those who were thrifty, and those I believed to be safe business men."

He said that he wanted Governor Stanford in "because he was a good business man and a clean man in all respects." Of Charles Crocker he said: "He was doing a thrifty business and I counted him one of the best business men in California."

One of the first things Huntington and his associates did after arranging for the survey of the route for the railroad was to investigate the causes of failure in other railroad enterprises. They found that in very few cases the men who started ventures of this kind had been able to hang on until the road was built. Their investigation showed them that imprudent and extravagant management in the beginning was responsible for many of the failures. They found that many of these enterprises had been swamped by interest charges long before there was any offsetting revenue from operation.

It was with these warnings before them that the "Big Four" plotted a course of close economy and arranged their financial deals so that interest payments were postponed as far into the future as possible.

It was because of this little research work, done before any obli-

tions had been incurred, that the associates insisted on having written into the Pacific Railroad Bill conditions whereby the Government paid all interest on bonds advanced until the bonds themselves matured.

Here is an illustration of their practical economy: After organizing the Central Pacific, one of the company's engineers brought in plans for a new building.

"How much will it cost?" Huntington inquired.

He was told \$12,000. "Very fine," he said, "for by and by. For the present we are not doing much business. This will be better."

He then chalked an outline on one of the iron doors at 54 K Street, where Huntington & Hopkins' hardware store was located. The building thus outlined was put up in two days, cost \$150, and served as the company's headquarters for some time. When the business outgrew the office, the first headquarters were turned into a paint shop.

(To Be Continued)

GOOD PROGRESS IS MADE BY FORMS COMMITTEE

Good results are being accomplished by the Stationery Forms Committee, according to a report made by Chairman F. L. McCaffery on November 12. Up to that date 875 forms had been discontinued and 212 revised, a total of 1087 forms, or about 40 per cent of those considered. Of these, 649 were local, standard, and commercial standard forms and 438 were unauthorized processes forms or temporary forms that were considered unnecessary. On the other hand, 578 unnumbered and temporary forms stood the test and were adopted for permanent use and given form numbers. More than 100 local forms have been adopted by system lines as common standard or standard.

"Results obtained by the committee during the first year of its work have been gratifying," says Mr. McCaffery, "and are in a large measure due to the assistance and cooperation given by users of the forms that received attention. I wish to express my appreciation of all that has been done to aid in the important work we are engaged in, and ask your continued interest in the work, that further reduction in number of stationery forms may result."

Several very good suggestions were received by the committee following the request for such suggestions made in the October Bulletin.

WHAT YOUR JOB IS WORTH

If your job pays you \$100 per month, it's worth \$20,000. That amount of money invested at 6 per cent, not a low rate by any means, would pay you no more than these wages. If you draw down \$125 a month, it's equal to a \$25,000 investment. A man with a capital of \$50,000 is regarded as pretty well off even in this day of wages, but even that amount wouldn't return him a cent more than \$250 a month.—Ex.

December, 1916

Ogden Club Provides Christmas Funds

DECEMBER holds good things in store for employees in the Superintendent's Office at Ogden. Approximately \$3800 will be distributed on December 17 to members of the Christmas Savings Club, which will go a long way towards assuring the wives and kiddies a Merry Christmas. This is the largest "pot" ever split by the club.

The Club was started in the Maintenance of Way Bureau in April, 1920, by Arthur D. Kingsford, lease and right of way clerk, with a membership of six. This membership grew and, in 1924, there were 20 members, who divided assets of \$2091.55. In 1925 there were 34 members with \$4817.70, and this year there are 59 members to divide the profits.

Not only does the club provide an excellent means for saving, but members are permitted to borrow small sums which is of great convenience. Compulsory features and penalties for non-payment of dues prevent the members from neglecting to make deposits as is so often the case with voluntary resolutions to maintain Christmas savings accounts.

Every new member pays an entrance fee of \$2.50 to the club and no members are listed after January 15. No member may carry more than three shares in the club and dues of \$2 for each share are payable each pay day or the next day. All dues and other money due the club that are not paid within the time limit, automatically become loans and bear interest for the ensuing period, even though the dues are paid one day late.

Following rates are charged for loans and allotments for each two-weeks' period or fraction thereof, counting from one pay day to another:

\$ 2.00 or less.....	\$.20
2.01 to 5.00.....	.25
5.01 to 10.00.....	.45
10.01 to 20.00.....	.75
20.01 to 30.00.....	.90
30.01 to 40.00.....	.95
40.01 to 50.00.....	1.00
50.01 to 60.00.....	1.10
60.01 to 70.00.....	1.20
70.01 to 80.00.....	1.30
80.01 to 90.00.....	1.40
90.01 to 100.00.....	1.50

All moneys on hand after each pay period that have not been loaned out on application will be allotted to the entire membership on a pro-rata share basis, and interest assessed according to schedule of rates.

Interest on loans and allotments is due each pay day under exactly the same conditions as dues.

Loans are made to members whenever funds are available, in the order of priority of application. Loans will not be made for an amount exceeding the estimated matured value of shares held by the borrower, nor need they be made for more than the current book value, unless good and sufficient security is provided, if in the judgment of the manager this is desirable.

Members dropping out for any reason before the end of the club year,

December, 1916

SCHEDULE AND RATE CARD IS BUSINESS-GETTING AID

District Passenger Agent D. R. Owen of Sacramento has adopted an idea for broadcasting important passenger traffic information that is proving of great aid to employees in their business solicitation work as well as to prospective passengers.

Cards have been printed giving schedules of all trains arriving and leaving Sacramento, fares from Sacramento to important resort points and other cities, and information regarding special excursion rates. Another card gives train schedules and fares to the large cities throughout the country. Similar cards have been printed for twelve of the towns in Mr. Owen's district with information of schedules and rates that apply to each particular town.

With this stock of information employees are prepared to answer the most usual questions of prospective travelers.

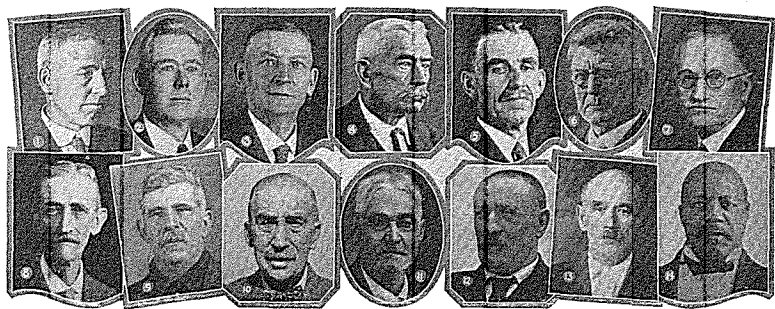
MAYOR OF TUCUMCARI THANKS SUPERINTENDENT MURPHY

W. A. Foyl, mayor of Tucumcari, N. M., has written Superintendent C. M. Murphy of New Mexico Division, thanking him for an article written by the superintendent for the Tucumcari News concerning Southern Pacific's relationship to the development of the state. "We have already received information, as result of your article, that points toward a new grain elevator being built here soon," wrote the mayor. "We know and appreciate that there is not the first good turn Tucumcari has received from the Southern Pacific."



Joy reigned supreme at the Children's Hospital in San Francisco October 30 when the giant apple turnover was served. The turnover, supervised by Mrs. R. E. Rie, was a feature of the Company's participation in National Apple Week, during which time apple dishes of all descriptions were served in the dining cars and restaurants. The turnover, probably the largest ever built, weighed 100 pounds and was baked for twelve hours in the Ferry Commissary kitchen.

Page Eleven



Veterans of the Southern Pacific who were retired on pension at meeting of the Pension Board October 26. 1. Charles M. Irish, 2. James Keogh, 3. George J. Sevan, 4. Daniel McBride, 5. Patrick Mulcahy, 6. Hans H. Holmes, 7. Sam Veatch, 8. John J. Cahill, 9. Frank Matzoza, 10. James Dorrell, 11. Walter A. Griffin, 12. William Healy, 13. Stephen Dupzyk, 14. Denis McGarrand, whose picture did not arrive in time to be included with the group last month, 15. William J. Stockman, 16. Ellen Connor did not have pictures available for the group this month.

Sixteen "Graduates" Among Veterans of S. P.

CHAS. M. IRISH, passenger car builder at West Oakland, heads a list of sixteen veterans, in length of service, who have just recently been retired on pension. He entered the service in November, 1886, as bridge builder on construction work between Delta and Ashland. In December the following year he transferred to the Placerville Branch in the same capacity. Prior to 1890, when he transferred to the Car Department at West Oakland, he was bridge builder at various points on San Joaquin Division, in Nevada, and at Colfax. Since locating at West Oakland he has been freight car repairer foreman and passenger car builder, retiring with 39 years 11 months' service to his credit.

James Keogh, conductor on the Coast Division, who entered the service as a laborer in April, 1887, is retired after 39 years 4 months' service. He transferred to train service in March, 1888, as a brakeman, and was promoted to conductor in May, 1902. George J. Sevan, who has been a chief engineer on ferry steamers since March, 1912, is retired after 38 years 5 months' service. His first work was as fireman in April, 1888. He was promoted to first assistant engineer in June, 1891, and to assistant chief engineer in June, 1905.

Daniel McBride, who has been a laborer, assistant section foreman, and crossing watchman at Sacramento since June, 1889, is retired after 37 years 2 months' service. He was assistant section foreman from July, 1903, until 1918.

Patrick Mulcahy entered the service as section foreman at Niles in March, 1892, and is retired after 34 years 5 months' service while working in the same capacity on the East Bay Electric Division at Alameda. Prior to coming with the Company, he had been in the Maintenance of Way Department of the Pennsylvania Rail-

road for ten years. He had been section foreman at Madison and Davis, Spruce and Milpitas, before taking his recent location at Alameda.

Joseph W. Welch, foreign clerk in the Freight Traffic Department at New York, retires with 33 years 11 months' service to his credit. He started work as a clerk in the Customs Department at New York in December, 1892.

Hans H. Holmes, captain on the ferry steamer "Melrose," is retired after 80 years' service. He started as a deck hand in October, 1896, and worked on various steamers until July, 1904, when he was promoted to second officer. He was first officer from January, 1905, to September, 1914, when he was promoted to captain.

Sam Veatch, popular conductor on Portland Division, who started his railroad service as a track patrolman at Cottage Grove, Ore., in May, 1886, is retired after 29 years 2 months' continuous service. His total length of service was decreased on account of being on leave of absence from September, 1907, to February, 1919, during which period he was general

chairman for the Order of Railroad Conductors. He had entered train service as a brakeman in October, 1887, and was soon afterward promoted to conductor.

John J. Cahill, clerk in the Accounting Department at Sacramento, retires after 28 years 1 month's service. He has been located at a number of points on the Pacific Lines, having entered the service as helper in the store room at Tucson in September, 1898. The year following he transferred to Wadsworth, Nevada, and later to Sparks. In October, 1905, he went to Sacramento Roundhouse as clerk, and in April, 1913, took his recent position in the Accounting Department.

Frank Matzoza, who has been section laborer on the Western Division since August, 1898, has been retired after 27 years 6 months' service.

William J. Stockman, section foreman at Medford, Ore., retires after 27 years 8 months' service. He started as a laborer at Tolo on the Portland Division in August, 1899, and in March, 1903, was promoted to foreman, working in that capacity at West Forks, Glendale, and Tunnel No.

Recent Additions to S. P. Honor Roll of Pensioners

Name	Occupation	Location	Service Yrs. Mo.
1 Charles M. Irish	Pass. Car Builder	West Oakland	39 11
2 James Keogh	Conductor	San Francisco	39 4
3 George J. Sevan	Chief Engineer	San Francisco	38 5
4 Daniel McBride	Crossing Watchman	Sacramento	37 2
5 Patrick Mulcahy	Section Foreman	Alameda	34 5
6 Hans H. Holmes	Captain	Oakland	80 0
7 Sam Veatch	Conductor	Portland	29 2
8 John J. Cahill	Clerk	Sacramento	28 1
9 Frank Matzoza	Section Laborer	Western Division	27 6
10 James Dorrell	Machinist	Dunsmuir	26 2
11 Walter A. Griffin	Machinist	Dallas, Ore.	25 1
12 William Healy	Watchman	Oakland	24 2
13 Stephen Dupzyk	Car Builder	Sacramento	20 1
14 Ellen Connor	Stewardess	New York (S.S. Lines)	25 0
15 William J. Stockman	Section Foreman	Medford	27 3
16 Joseph W. Welch	Foreign Clerk	New York (S.S. Lines)	33 11

December, 1915

NEW TRAFFIC APPOINTMENTS IN SOUTHERN DISTRICT

Effective November 1, A. L. Levy, chief clerk and customs attorney in the general freight office at Los Angeles, was appointed assistant general freight agent at El Paso. Wm. H. Francis succeeded Levy as chief clerk at Los Angeles and A. C. Hugg as appointed customs attorney.



A. L. Levy

Levy first entered service of the Southern Pacific at Galveston, Texas, July 1, 1903, as check clerk for the Morgan Line. He resigned in September, 1906, to come west, and was with the Pacific Coast Steamship Company as freight clerk on steamers until June, 1907, when he re-entered the Southern Pacific service at San Francisco as traffic clerk in the general freight department. In October, 1908, he was transferred to the office of auditor of freight accounts, and a year later was sent to Portland as chief clerk in the district freight office. In November, 1911, Levy became assistant chief clerk of the newly-created general freight office at Portland and held various positions there until in March, 1920, he was transferred to Los Angeles as chief clerk in the joint general freight department. He was appointed customs attorney in March, 1920.



Wm. H. Francis

Francis began his service in July, 1906, at Tucson as messenger in the joint general freight and passenger office of the Southern Pacific and Arizona Eastern. He served there in various positions, working up to the position of chief clerk. In February, 1919, Francis went to the Southern Pacific of Mexico and served as assistant general freight and passenger agent at Guaymas, Sonora, until October, 1920, when he accepted a position with the Cuba Railway as general freight and passenger agent, with headquarters at Camaguey, Cuba. He remained in Cuba until February, 1925. Returning to this country, Francis entered Southern Pacific service in April, 1925, as tariff inspector, with headquarters at El Paso. From March, 1926, until his present appointment



A. C. Hugg

as chief clerk in the joint general freight and passenger office of the Southern Pacific and Arizona Eastern. He served there in various positions, working up to the position of chief clerk. In February, 1919, Francis went to the Southern Pacific of Mexico and served as assistant general freight and passenger agent at Guaymas, Sonora, until October, 1920, when he accepted a position with the Cuba Railway as general freight and passenger agent, with headquarters at Camaguey, Cuba. He remained in Cuba until February, 1925. Returning to this country, Francis entered Southern Pacific service in April, 1925, as tariff inspector, with headquarters at El Paso. From March, 1926, until his present appointment

he was traveling freight and passenger agent at El Paso.

Hugg entered Southern Pacific service in November, 1912, at Sacramento as a telegrapher. He served on the Sacramento Division as telegrapher and as agent, and then was transferred to Fresno as chief clerk to district freight agent, holding this position for four years. He then was promoted to city freight agent at Fresno and held this position until his recent transfer to Los Angeles.

DR. AINSWORTH A PIONEER IN S. P. HOSPITAL SERVICE

The Bulletin has devoted many columns in recent months to reviewing the careers of Southern Pacific men and women who, on retiring after long years of service with Southern Pacific, closed active careers extending back to pioneer days. In noting the retirement December 31 of Dr. F. K. Ainsworth, following leave of absence from his duties as chief surgeon and manager of the hospital department, the Bulletin takes pleasure in again calling attention to the fact that Dr. Ainsworth was also a pioneer in railroad work, although not a traffic or an operating man.

Southern Pacific was the first railroad to establish a hospital department, and Dr. Ainsworth took a most important part in building up the original hospital organization to the high state of efficiency that characterizes it today. Dr. Ainsworth, in leaving active service, is thus leaving a part of his life to the system, who, while they regret his leaving the service, recognize the fact that he deserves a rest.

The many expressions of regard and good will received by Dr. Ainsworth following the news of his approaching retirement, elicited from him the following comment and acknowledgment:

"My leave of absence expires on December thirty-first and definitely ends my association of over forty years with the Southern Pacific Co.

"There is an old Dutch proverb which reads:

"He that would please all and himself undertakes what he cannot do," and in the nearly quarter of a century that I was in charge of the Hospital Department I assiduously devoted such of my life and long hours in an effort to prove the Dutchman was mistaken. I am well satisfied with the results of my efforts, hence have "pleased" myself. The kind messages from many of the Southern Pacific family, on the eve of my retirement, encourages me to feel that I have had some success in pleasing others, which is a gratifying thought to take with me on leaving active service."

NAME NEW OREGON LINE

"Cascade Line" (without the "s" as previously announced) has been selected as the name for the Company's new line in Oregon, commonly known as the Natron Cut-off.

VETERAN "SHORTY" JACOBS IS HONORED AT BANQUET

Concluding thirty-five years of railroad service, J. A. Jacobs, conductor on Stockton Division, retired November 1.

Jacobs is one of the most widely known veterans of the Valley District, where he has been located continuously since he started work in October, 1891, as a brakeman on Western Division. He was promoted to conductor in October, 1909, and remained on that division until March, 1911, when he transferred to Stockton Division. For the past few years he has been conductor on the Stockton Flyer, Trains Nos. 79 and 80, operating between Oakland Pier and Lodi, on which trains he is familiarly known as "Shorty."

His retirement was the occasion for a banquet held in his honor at the Elk's Club in Oakland October 24, at which were present members of the official family of Stockton Division and many veterans of the service who have been associated with "Shorty" during his long career. As evidence of the esteem in which he is regarded, he was presented with a fully-equipped traveling bag, numerous boxes of cigars, and other gifts. A letter was read at the banquet from E. A. Lar Rieu, passenger conductor on Western Division, who was for many years general chairman for the conductors and served as a brakeman under Mr. Jacobs. The letter read, in part, as follows:

"Some of my early impressions received under your supervision were your loyalty to the service in which you were engaged, your splendid character and genial disposition, which held the respect of all with whom you came in contact, and your ability to grasp and successfully handle the trying situations that came up during the course of operating the train under the prevailing conditions and were outstanding features to my mind that were worthy of emulation. When I became a conductor and had the responsibility of shaping the future of young brakemen, I have tried to pass on to them some of the principles I learned in my early training under your supervision, and it is my earnest wish, and I know that many others who cannot be present would have said the same for them, that you will have many happy years in the future to enjoy your well-earned retirement."

L. A. Division Wins the Fuel Saving Trophy

Los Angeles Division, after a spirited contest, has been awarded the fuel trophy cup for the third quarter of the year by establishing an excellent record in fuel conservation in both freight and passenger service.

Salt Lake Division won the trophy in the first and second quarters, and had they been successful in the third quarter, they would have been theirs for "keepers." Employees on the division put up a strong fight and lost only by a slight margin.

The third quarter contest is indicative of the contest between these two divisions for the fourth quarter award. One of the other divisions, however, may come through as a surprise, for very good results were obtained during the third quarter on practically all divisions, particularly on the Sacramento, Shasta, Coast, and Tucson divisions.

Those attending the presentation meeting at Los Angeles Nov. 20 were: G. E. Gaylord, assistant superintendent; H. A. Gulp, and H. Gersreich, assistant superintendents; E. J. Kello, B. S. Baumann, H. R. Hughes and G. E. Donahue, trainmasters; F. P. McDonald, master mechanic; F. LaFord, road foreman of engines; W. R. Sharp, senior road foreman of engines; F. Koehr, master car repairer; D. W. Dower, signal supervisor; W. J. Morrison, water service supervisor; C. W. McCandless, B&B supervisor; A. R. Valiente, car foreman; W. Neph, division storekeeper; M. P. McCarthy, special agent; C. J. Wine, C. F. Dille, C. W. Treadway and C. J. Hays, engineers; C. M. Dowley, conductor; E. D. Boers, H. M. Potts, J. Branger, E. H. Lay, and B. J. DeJarnett, firemen; G. C. Brooks, brakeman; J. N. Clark, chief fuel supervisor; E. J. Christian, W. C. Morgan, and J. H. Hill, engineers; W. C. Montgomery and J. H. Toole, fuel clerks; A. H. Oberg, chief clerk, and F. A. Lange, boiler fireman.

principles I learned in my early training under your supervision, and it is my earnest wish, and I know that many others who cannot be present would have said the same for them, that you will have many happy years in the future to enjoy your well-earned retirement."

"JOY JIG" BENEFIT DANCE FOR S. P. CLUB TEAMS

Much interest is being taken by General Office employees in the dance to be given at the Knights of Columbus hall in San Francisco December 3. The affair is being sponsored by the Athletic Committee of the Southern Pacific Club and all revenue will go toward defraying expenses of athletic teams, and in making improvements to the athletic grounds in rear of the General Office Building. Gunzendorf's popular orchestra has been engaged for the dance.

FISHER GETS NICE BUSINESS BY HIS SALES TALK

A little sales talk to a likely prospect on the part of C. A. Fisher, first relief clerk at Roseburg, recently took a nice bit of passenger traffic away from two competitors. A gentleman approached Fisher regarding stage fares to Stockton, from which point he planned to use a competing rail line to Kansas City. Before he left the office Fisher had sold him a nine-months' round trip ticket to Kansas City, both ways, Sacramento and Ogden.

SECTION FOREMAN'S FAMILY KEEPS SCHOOL OPEN

Just when it looked as though the public school at Mill City, Nevada, would have to be closed because of a reduced number of pupils, Section Foreman John W. Baldwin moved there with his family, including five children of school age, saving the leading citizens a great deal of worry.

JACK PERRY LEAVES SERVICE

J. E. "Jack" Perry, who had been with the Company for twenty years and for the past several years was traveling storekeeper, has gone into business for himself in San Francisco and is vice president of a company manufacturing general electrical appliances. His many friends over the system will wish Perry good luck in his new venture.

"F. M. W." Is Honored by Entire S. P. Family

FRANK M. WORTHINGTON has closed his active railroad career. At his own request he was retired on pension November 1 after a service with the Southern Pacific of 44 years 5 months. For the past five years he had been superintendent of the Coast Division and for fourteen years was in charge of the difficult mountain and valley territory of the San Joaquin Division. He is 64 years old and will make his future home in Los Angeles.

Southern Pacific people from all points on Pacific Lines joined in tendering him a testimonial banquet in the Masonic Club at the Palace Hotel in San Francisco November 3. Three hundred of his former associates, officers and employees, greeted him as he stepped into the banquet room. As many more messages of congratulation and best wishes reached him by telephone, telegraph and air mail. Speeches were made, gifts were presented, and all in all, the banquet was an impressive expression of friendship for the man who had given the best years of his life to railroad service.

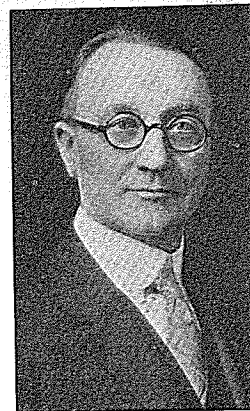
Born March 11, 1862, on a farm near Hayward, Calif., Mr. Worthington started his railroad career on May 21, 1882, as a brakeman for the Vaca Valley and the Yuba Railroad, now Elgin Branch of the Western Division. He was later conductor on this road. May 20, 1886, he transferred as brakeman to the Yuma Division, which at that time included all lines between Baker and the Colorado River and was under the supervision of Col. Hewitt as superintendent, J. A. Muir as assistant superintendent, and Joe Thompson as trainmaster, with headquarters at Los Angeles.

There were no air brakes when Mr. Worthington handled trains between Bakersfield and Los Angeles first as brakeman and then conductor. It required great skill to bring trains over the Tehachapi mountains, making station and water stops by use of hand brakes with a smoothness that would not inconvenience passengers.

Wore a Linen Duster

The old timers affectionately remember his early service on the mountain by the fact that he wore the whiskers and a linen duster, and that he protected the dignity of this apparel at Beaville on an occasion when the fireman turned the squirt hose on the duster in a spirit of merriment. The matter was settled on the ground under the "Marquis of Gooseberry" rules, refereed by Engineer Shephardson.

As a conductor, he bore an excellent reputation for expediting the movement of trains over the division and for having a good crew of brakemen. "One of the particular qualifications of the rear man," recalled Superintendent A. F. Bowles at the banquet, "was to be able to prepare a good meal and keep a clean caboose. The shortage of a couple of chickens from



FRANK M. WORTHINGTON

Tom Lee Ling's hen house at Southside had no connection whatever with the good chicken dinner served by "Nigger" Shaw in the caboose.

"Mr. Worthington particularly endeared himself to his brakemen," continued Mr. Bowles, "by the fact that he always insisted on carrying over the heavy loads. It is on record that he carried from the platform at San Fernando to the car at San Fernando a barrel of tallow weighing over 600 pounds, cinching the title of 'strong man' of the division."

The "strong man" incident was told from a slightly different angle by First Assistant General Manager F. L. Buckhalter, who contends that it was a barrel of whiskey Mr. Worthington shouldered, and that "on his shoulder carried his whiskey."

Mr. Worthington had a reputation for being a hard worker, and Superintendent Bowles, who started braking for him in 1887, says that "Conductor Worthington expected considerable returns for the \$76 the brakeman got. But along with his hard working he had a fine sense of humor. During 1889 we had a flood. I came out of Los Angeles with him on work train. It was raining very hard and was one of the worst floods in the history of that section. I came back to the caboose to drain the water out of my boots and was met with the suggestion from Mr. Worthington that I should poke holes in the bottom of the boots. I would not have to be running back to the caboose."

"I first met Frank about twenty years ago," said Mr. Buckhalter, "and at the moment we met we had

an argument. I think it was the only argument we ever had—and I made him back up. I was an assistant engineer measuring the clearances in tunnels. I built a frame on a push car as high as a box car and was right in the middle of the San Fernando tunnel when Frank came along with his local freight. Through some mistake of my instructions the flagman allowed his train to come right up to the portal of the tunnel and when I came out with the push car there was Frank. Some day he would move. He asked me for delaying his freight, but I stood my ground and insisted that he would have to back up to clear the hand car turnout, which he did."

In October, 1899, he was promoted to traveling conductor. During this period the Mojave Division, comprising the territory west of Los Angeles, was created under the supervision of Mr. Urquhart with headquarters at Mojave. Later he was trainmaster under Mr. Buckhalter, and on June 15, 1907, was promoted to assistant superintendent of Tucson Division. Less than four months later he returned to Bakersfield as superintendent of the San Joaquin Division, where he remained until October, 1921, when he was transferred to the supervision of the Coast Division with headquarters at San Francisco.

Showed Courage

Unusual energy and ability was shown by Mr. Worthington on a number of occasions on the San Joaquin Division. In October, 1919, Tunnel 12 caved in. A "shoo-fly" around the mountain on a 20-degree curve and an emergency bridge was constructed under his direction in extraordinary quick time. A derailment occurred at the entrance of Tunnel 5 on September 6, 1920, setting the tunnel on fire and causing a cave-in. On this occasion Mr. Worthington manifested his reputation for personal courage by donning a gas mask and leading firemen into the smoking tunnel. The masks were faulty, but, at great personal risk, Mr. Worthington remained in the tunnel long enough to determine what conditions were. He staggered out of the tunnel overcome by smoke and, as a result of the exposure, collapsed in a serious condition.

Before he left this division all tunnels over the Tehachapi mountains got enlarged and lined with concrete, some eliminated, and many curves straightened out.

During Mr. Worthington's administration of the San Joaquin Division he witnessed remarkable industrial development as well as changes in operating conditions. That he was capable of keeping abreast of increasing demands on transportation service speaks well for his ability.

The orange business over his territory developed from 100 cars per year until in excess of 5000. Green fruit business developed from practically nothing to 15,000 cars per year. Also



Staff officers and employees who were present at the fuel committee meeting in Los Angeles November 30 when Chief Fuel Supervisor J. N. Clark presented Superintendent G. E. Gaylord with the trophy cup won by the Los Angeles Division for making the best record in fuel conservation during the third quarter of the year, after a hard fight with the Salt Lake Division. Names of those attending are in the story above.



Three hundred officers and employees of the Southern Pacific family, from all points on Pacific Lines, attended the banquet held at the Palace Hotel in San Francisco November 3 to honor Frank M. Worthington, superintendent of the Coast Division, who retired from active railroad work

after a service of 44 years 3 months, fourteen years of which he was the "grand old man" in charge of the San Joaquin Division. Insets are of "Mojave," head janitor at Bakersfield, and William Maxwell, chief on the business car "Coast," who were interesting guests at the banquet honoring their former chief.

one of the greatest oil fields in the country was developed, the product of which was transported in tank cars.

In the purchase and development of a section of land in what was known as the "Weed Patch," he pioneered development of the Arvin district, now served by Southern Pacific and favored by heavy fruit shipments. By associating himself with prominent local people interested in the development of the district, oil companies and water companies were formed and contributed their share to the prosperity of the community and directly to the railroad revenues.

Power used between Bakersfield and Los Angeles increased from 112,000 pounds on drivers to the present 2-10-2 type in general use weighing 306,000 pounds, during the period he was in charge.

"Passing the buck" was not in Mr. Worthington's category. He was always ready to shoulder a responsibility and was equally ready to pass on to his associates the credit for work well done. The staunch friendships acquired through his long service bear out the reputation he had for loyalty to the men working under him and interest in their welfare.

W. M. Jaekle, assistant engineer maintenance of way, told of an incident where Mr. Worthington refused to pass on responsibility. A board of inquiry developed that a derailment

had been caused by excessive elevation on a sharp curve, brought about by gradual settlement of a deep fill. The findings were sent to the General Office and the assistant general manager promptly wired back for name of individual responsible. Instead of naming the section foreman, or roadmaster, or Mr. Jaekle, who was then division engineer, Mr. Worthington wired his own name as the individual responsible. "You and the roadmaster, as well as myself, have passed this place many times," he told Mr. Jaekle, "and I, as ranking officer, accept the responsibility."

Assistant General Manager T. H. Williams acted as toastmaster at the big banquet given in honor of Mr. Worthington. He reviewed the accomplishments of the retired superintendent and said that he "would always think of Frank Worthington as a man who had no theory whatever in his makeup, but was a man thoroughly practical in all his dealings."

Wires From Executives

Among the many telegrams read by Mr. Williams was the following from President Wm. Sproule, who was in New York:

"Regret that time and place make it impossible for me to be with you at dinner to our friend Mr. Worthington on the occasion of his retirement from

service at his own request after a long period of able service in which he has done his part toward building up the properties of this Company with the care of which he has been charged successively from time to time.

"In doing so he has achieved a soundly American career for himself, including the good will and appreciation of those with whom he has been associated, and those with whom his duties have brought him into contact in railroad and commercial life. I join in wishing for him a long period of merited happiness and comfort in his retirement."

Executive Vice President Paul Shoup also wired from New York:

"It would be a marked privilege to be able to join in the banquet tendered Mr. F. M. Worthington, our friend and associate of many years."

"I have long appreciated his constancy, his fidelity, and his unusual ability, demonstrated in his very successful management of the work of constantly-increasing importance entrusted to him."

"While his advance has been constant and steady to the point where he has achieved a place of great responsibility in the Company's affairs, yet I feel that his worth to the Company and his fellow men in all that he has accomplished and in the manner of his accomplishment has been of

a nature to give him a place higher and broader than that normally measured by the title he holds.

"I hope that in the freedom from railway responsibilities and the leisure he thus acquires that he may find complete restoration to his health and a full measure of happiness in the many years that I believe are to come."

General Manager J. H. Dyer found at the last minute that he would not be able to attend the banquet and sent a message expressing his best wishes for his friend and associate of many years:

"I have known Frank for many years," he wrote, "and have found him to be not only an efficient and loyal employee but a valued friend. His release from active duty does not mean that he will no longer be considered a part of the Southern Pacific family. He is being placed upon the honor roll, having the satisfaction of knowing that he had much to do with building up the Southern Pacific to its present place in the railroad world."

"It seems to me," spoke Mr. Burckhalter, "that Mr. Worthington can leave our active service with no regret because he is leaving behind him a tradition of painstaking and faithful service. He has done many things in the upbuilding of this railroad, not only in the physical sense, but more

particularly in the human sense. He has contributed greatly to the upbuilding of the men of this railroad, and I am proud to say that I look gratefully back on the things I learned from him."

Attorney Henley C. Booth preferred to call the banquet not a "farewell" but a "coming out party." "The combination of practicality, common sense, and thorough-going efficiency of Mr. Worthington have been seldom equaled," he said.

Assistant General Manager T. Ahern, Superintendent W. L. Hack, Superintendent G. E. Gaylord, Superintendent E. F. Bowles, and R. McIntyre, assistant to general manager, all spoke of Mr. Worthington's achievements.

Freight Traffic Manager J. T. Saunders and Passenger Traffic Manager F. S. McGinnis expressed their appreciation for the cooperation the Traffic Departments had received from Superintendent Worthington.

Welcomed by Veterans

"Pat" Sheedy, retired veteran superintendent of motive power, welcomed Mr. Worthington to the ranks of the "has-beens," and Superintendent E. R. Anthony, who succeeded Mr. Worthington on the Coast Division, paid compliment to the part Mrs. Worthington had taken in her

husband's career through her encouragement and inspiration.

J. A. Christie, superintendent of the Santa Fe with headquarters at San Francisco, and who for many years was a "neighboring" superintendent with Mr. Worthington, spoke of the harmonious cooperation received in joint operation of Southern Pacific and Santa Fe traffic over the Tehachapi mountains between Bakersfield and Mojave.

M. F. McKenna, assistant agent of the Drumm Street Freight Station in San Francisco, made the speeches which accompanied presentation of the parchment scroll, silver service set and flowers to Mr. and Mrs. Worthington. "This tribute is to a builder of friendships and a leader," he said. Each piece of silver was engraved with appropriate inscription, and on the scroll was listed the hundreds of names of those participating in the "farewell" to the retiring superintendent.

Mr. Worthington was greeted by another ovation when he arose to address his friends. "This is a very great surprise to me," he said, "and a very happy one. I was invited here by Percy Slater to meet a few friends and I was mighty surprised when we came near the room and heard the music. Percy said there must be something else going on, too. But when I stepped in the door I realized



stars remain as they were stitched by Betsy Ross. Four presidents, Grant, Hayes, Garfield, and Arthur, were inaugurated beneath its folds, and it was the only decoration used in 1866 at the birth of the Republican Party. It is appropriate that it should drape above the head of F. M. Worthington. Long may the flag wave, and long may he live."

"While a strict disciplinarian, yet the kindest and best of men."—P. A. Murray, engineer, San Joaquin Division.

"We of the rank and file in active service will have many pleasant memories of our association, and regretfully miss the 'old man'."—Geo. W. Day, conductor.

This is the type of equipment that was in use over the hill in 1930. It was used by the U.S. Army to transport troops and supplies during the Spanish Civil War. The vehicle is a large, boxy motor vehicle with a high chassis and large, spoked wheels. It has a prominent front grille and a large, rounded hood. The body is enclosed, with a flat roof and side panels. It is parked on a dirt road with a fence and trees in the background.

the Tehachapi mountains when Frank Worthington took skill to set brakes by hand in those days so the picture was taken on the famous Tehachapi Loop in 1896 in the same equipment. Original of the picture belongs to the Santa Fe Division, and was taken by photographer Watkins. He was a stock raiser and also proprietor of a boarding house in Woodford (now Woodford).

HELD AT PASADENA
Freight agents of the Pasadena district were the guests of R. S. Fisher,

Freight agents of the Pasadena district were the guests of R. S. Fisher, recently appointed district freight

G. Maltby, Pasadena; and A. P. Nelson, secretary to district freight agent, Pasadena.

December, 1926

WESTERN DIVISION

L. E. Lisk
J. C. McCarthy
G. W. Whento
I. B. Russo

M. Paris H. Schmidt

A. S. Brown	F. J. McCabe
R. H. Blaine	E. N. Martin
T. A. Hirschier	P. Stuch
R. Johnson	

W. C. Allen	N. A. Harrington
W. C. Locker	B. H. Clark
A. L. Vogel	F. Franklin
RIO GRANDE DIVISION	
E. T. Bower	C. H. Varner

E. W. Goodlander	J. J. Clifford
W. H. Brinson	E. T. Strickland
F. Kincaid	J. O. Brown
J. R. Shannon	R. Gallagher

Dudley S. Hamilton, well known passenger brakeman on the Coast Division, was killed in an accident at

baggage truck which he was helping to move was struck by a passing train. The accident happened in a very

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Shasta Takes Lead In Business Getting

SHASTA Division takes the lead in the business-getting campaign for the first month of the last quarter, making a large average increase in successful "tips" over the October score of previous years. Assistant Superintendent J. D. Brennan was the heavy point winner for the division with 110 carloads, and R. A. Griffith, clerk at Dorris, was second with 83 carloads.

Salt Lake Division employees continue to hover near the top of the score board and are out to make the best average for the quarter so that the trophy will remain on their division for another period.

The trophy was presented to Superintendent C. F. Donatini at an impromptu meeting of employees at Ogden November 16, by Press Bancroft, general agent of Salt Lake, and F. O. Rutherford, district freight and passenger agent of Ogden, who represented the Traffic Departments.

Mr. Rutherford said: "I want to thank you for the splendid cooperation that has made this possible and to ask for your continued support, that we may again win this trophy and eventually earn its permanent possession."

"We have made a good start for the next quarter and each of you can help if from time to time when you hear of contemplated trips or freight shipments you will pass the word to my office or Mr. Bancroft's, we will be glad to rush them."

Abbreviations used in the following list of other recent business gettings: Int., interline; Loc., local; HT., round trip; L., less than carload; CL, carload; SRO, standing routing order.

SUCCESSFUL FREIGHT TIPS

Divisions	Average 1923-45	Score October, 1926	Standing
Shasta	1,402	11,250	802.5
Salt Lake	1,115	830	773.5
Rio Grande	1,425	3,405	238.5
Western	1,531	3,000	195.5
East Bay Electric	250	480	184.5
San Joaquin	1,051	1,405	153.5
Stockton	14,968	12,750	85.5
General Office	699	570	81.5
Coast	857	675	78.5
Portland	19,871	9,655	48.5
Los Angeles	69,496	32,255	47.5
Tucson	4,502	2,995	46.5
New Mexico	200	80	40.5
Sacramento	16,695	2,640	15.5
Steamer	30	10.5	



Salt Lake Division employees at Ogden who attended the impromptu meeting, November 16 when the business getting "tips" turned in, was presented to Superintendent C. F. Donatini by Press Bancroft.

Evans, L. E., clerk, Los Angeles.....40CL	Timmons, C. A., clerk, Turlock.....1CL
Gates, L. E., clerk, Los Angeles.....1CL	Von Loon, G. A., clerk, Modesto.....4CL; 10SRO
Garrick, T., baggage clk., Los Angeles.....1CL	Von Loon, J. L., opr., Merced.....4SRO
Gifford, F., clerk, Los Angeles.....6CL	
Goetz, H., clerk, Pasadena.....12CL; 1CL	
Grogan, F. J., chf., Glendale.....4CL; 5SRO	
Haskell, Geo., Pasadena.....2CL; 1CL; 1SRO	
Higley, J. W., conductor, El Centro.....4CL	
Honke, E. W., frt. clk., El Centro.....5CL	
Krug, G., clerk, Los Angeles.....1CL	
Law, P., clerk, Glendale.....3SRO	
Livmore, C. D., clerk, Santa Barbara.....1CL	
Marston, Geo., clerk, Brawley.....5SRO	
Moody, C. G., clerk, Los Angeles.....14CL	
Morrison, H. E., clerk, Los Angeles.....1CL	
Neary, V. J., chf. clk., El Centro.....19CL; 1SRO	
Nelson, A. P., clerk, Pasadena.....15SRO	
O'Connor, J. P., t. t. foreman, L. A.....19CL	
Parkinson, J., t. t. foreman, L. A.....43CL	
Riggs, Ray, opr., Shosh.....3CL	
Sherman, M. B., clerk, Los Angeles.....3CL	
Sharp, V. V., chf. rev. clk., L. A.....1CL	
Shaw, W. C., chf., Pasadena.....3CL; 1CL	
Taylor, C. C., clerk, Los Angeles.....52CL	
Whites, T. W., opr., El Monte.....15SRO	
Wright, W. W., rate clk., Los Angeles.....2CL	
Youngblood, O. S., opr., Shosh.....2CL	

Stockton Division

Anderson, E. E., baggageman, Merced.....4SRO	Anderson, M. C., sec. Merced, Modesto.....15SRO
Avalos, Mike, wage foreman, Merced.....4SRO	Avila, Mike, wage foreman, Merced.....4SRO
Beatty, A. E., opr., Merced.....4SRO	Carroll, J. J., chf. clk., Merced.....5CL
Chauhan, F. V., clk., Merced.....5CL	Doetschman, E. R., clk., Merced.....4SRO
Espinosa, J., wiseman, Merced.....4SRO	Fredrickson, L. B., clk., Merced.....4SRO
Gallego, A. R., chf. clk., Merced.....4CL; 73SRO	Gustafson, N., red cap, Merced.....4SRO
Hulkwood, W. E., opr., Merced.....4SRO	Hunter, J. D., clerk, Merced.....5CL
Leonard, W. C., chf. clk., Merced.....5CL	Loomis, F. L., clerk, Merced.....5CL
McNamera, L. B., chf. clk., Merced.....5CL	Newberry, W. L., clerk, Stockton.....1CL
O'Neill, H., baggageman, Merced.....4SRO	Reade, G. B., clerk, Modesto.....1CL
Reynolds, L. F., sec. baggn., Merced.....4SRO	Souza, J. R., night wiseman, Merced.....4SRO

Timmons, C. A., clerk, Turlock.....1CL	Von Loon, G. A., clerk, Modesto.....4CL; 10SRO
Von Loon, J. L., opr., Merced.....4SRO	

Western Division

Forbes, R., clerk, Livermore.....3CL; 2CL; 1CL	Frederickson, L. B., clk., Merced.....4SRO
Hole, Frank, chf. clk., Los Angeles.....1CL	O'Neal, N. D., chf. clk., Martinez.....6CL; 1CL
Shay, R., clerk, Hayward.....4CL	Stronberg, H., wiseman, clerk, Concord.....4CL
Sullivan, D. J., wiseman, clerk, Bessica.....5CL; 2CL	
Sullivan, D. J., wiseman, clerk, Bessica.....5CL; 2CL	

Coast Division

Engineer, R., clerk, Fresno.....17SRO	
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San Joaquin Division

Boyd, C., car inspector, San Jose.....2CL	Hoffman, F. G., car inspector, San Jose.....1CL
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Sacramento Division

Anderson, A. E., clerk, G. F. O.....51CL	Winfrey, H., clerk, G. F. O.....11CL
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Shasta Division

Brennan, J. D., asst. supt., Dunsmuir.....110CL	Davidson, A. C., chf., Redding.....3CL
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Salt Lake Division

Biddle, G. H., rate clk., Ogden.....1CL	Tullin, C. J., clerk, Dunsmuir.....1CL
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Portland Division

Baker, R. C., opr., Drain.....10SRO	Barr, Miss M. E., chf., Redcoats.....1CL
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Portland Division

Barr, Miss M. E., chf., Redcoats.....1CL	Barr, Miss M. E., chf., Redcoats.....1CL
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Portland Division

Barr, Miss M. E., chf., Redcoats.....1CL	Barr, Miss M. E., chf., Redcoats.....1CL
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Portland Division

Barr, Miss M. E., chf., Redcoats.....1CL	Barr, Miss M. E., chf., Redcoats.....1CL
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trophy won by that division in the third quarter for making the best average increase in number of successful traffic general agent at Salt Lake, and F. O. Rutherford, district freight and passenger agent at Ogden.

SUCCESSFUL PASSENGER TIPS

Anso, L. F., secy. to G. P. A., L. A.....3RTInt	Atkins, Margaret, clerk.....6RTLoc
Bartelle, G. C., clk., claims dept., L. A.....1Int	Chapin, H. C., tmkpr.....6RTInt
Handford, H. N., brkm., Los Angeles.....1Int	Conklin, N. E., clerk, Fresno.....1Int
Hole, Frank, chf. clk., Los Angeles.....1Int	Howard, Mr., frmn.....2Int
Evans, Wm., chf. clk., Los Angeles.....1Int	Jackson, Mrs. H., matron.....100RTLoc
Brown, Mr., asst. engr., Los Angeles.....1Int	Kochler, C. H., insp.....9RTLoc
Campbell, J., secy., San Pedro.....2RTInt	Locks, F. W., clerk.....1RTInt
Campbell, Wm., J., pass. brkm., L. A.....1Int	Montgomery, A. A., chf. clk., Merced.....4RTInt
Chancellor, Orville, wiseman, Shosh.....1Int	Mula, Salvatore, junior ferry.....4Int
Davidson, N. W., clerk, Santa Paula.....2Int	Stowers, M. M., cabinet maker.....4RTInt
Donohue, J. W., frt. agt., L. A.....1Int	Shannon, T. W., brkm., Merced.....1RTLoc
Elliott, M. L., baggage clk., L. A.....1Int	Tompkins, G., pass drct.....2Int
Fuller, Richard L., ptr. shops, L. A.....1Int	Thorning, G. W., mail handler.....1RTInt
Gebhardt, Howard, file rm., L. A.....1Int	Wilson, D. L., chf. clk., Divert.....1RTInt
Gordon, G. W., frt. agt., L. A.....1Int	
Graver, J. R., baggage clk., L. A.....1Int	
Guering, John, frt. agt., L. A.....1Int	
Holmes, E. F., frt. agt., L. A.....1Int	
Latimer, F. J., wiseman, Santa Ana.....1RTLoc	
Lawrence, J. T., s/o dist. aud., L. A.....1Int	
Kirkland, G., com. dept., L. A.....4Int	
Martin, Geo., engr., L. A.....2Int	
McAlone, W. J., yd. clk., L. A.....1Int	
Miller, Jay, S. P. shops, L. A.....1Int	
Nelson, A. P., secy., Pasadena.....1RTInt	
O'Grady, W. D., chf. disp. of, L. A.....1RTInt	
Oliver, R. E., baggage clk., L. A.....1RTInt	
Ragan, Mr., com. dept., L. A.....1RTInt	
Robbin, Charles F., revtr., L. A.....2Int	
Robertson, Willie, baggageman, L. A.....1Int	
Royd, Bert, engr., L. A.....1RTLoc	
Sharpe, Ed, asst. mgr. dev. L. A.....2RTInt	
Shaw, Ross, confd., L. A.....1RTInt	
Slaughter, Mr. Marion, chf. insp., L. A.....2Int	
Smith, G. A., stwd., L. A.....2RTInt	
Stearns, Wm., baggage clk., L. A.....1RTInt	
Spencer, W. S., 1st. tel. clk., San Fernan.....2Int; 1RTInt	
Stewart, R. H., telgr., L. A.....2RTInt	
Thompson, W. H., opr., Santa Ana.....2RTInt	
Varnswald, Mr., pass. clk., L. A.....2RTInt	

General Office

Abrams, W. R., waiter.....2RTInt	Anderson, C., clerk.....2RTInt
Berry, E., sig. engr. off.....1RTInt	Boles, E. P., clerk.....2RTInt
Boles, E. P., clerk.....2RTInt	Boots, D. R., off. engr.....1Int
Boots, D. R., off. engr.....1Int	Daigles, L. A., chf. G. P. O.....1RTLoc
Duncan, A., buyer D. C. H. & N.....1RTLoc	Coleman, Miss E. B., clk., G. B. O.....1Int
Glasgow, G. G., chf. clk., Tucson.....1CL	Hanke, H. C., clk. supt. trans. dept.....1RTInt
Hanke, H. C., clk. supt. trans. dept.....1RTInt	McIntosh, J. H., clk., Tucson.....1CL
Hawley, John, chf. G. P. O.....1RTInt	Lillis, A., secy. G. B. A.....1RTInt
Lillis, A., secy. G. B. A.....1RTInt	Moore, C. E., clk., Tucson.....1CL
Mott, P. R., foreign frt. agt.....1RTInt	Peck, M. A., colonization agt.....2RTInt
Quinn, W. J., bd. clk., G. P. O.....1RTLoc	Ryker, Wm. P., clerk.....4RTLoc; 1RTInt
Ryker, Wm. P., clerk.....4RTLoc; 1RTInt	Winters, Wm., chf. clk., G. P. O.....1RTInt
Wilson, T. B., bd. clk., G. P. O.....1RTInt	

Coast Division

Campbell, A. J., cond., San Jose.....4RTInt	Chilton, Mr., J., cond., San Jose.....2RTInt
Coleman, J. C., frt. agt., S. F.....6RTLoc	Fahy, Frank E., ydm., S. F.....2Int
Freeman, James, cond., San Mateo.....2RTInt	Finley, A. H., clerk, Monterey.....1RTInt
Knights, J. P., clerk, San Jose.....1RTInt	Lancaster, Matt, cond., San Mateo.....2RTInt
Munter, E. engr., S. F.....1RTInt	Palk, H. G., engr., S. F.....1RTInt
Roger, E. W., pass. brkm., S. F.....2RTInt	Thompson, L. W., pass. brkm., S. F.....1RTInt
Winterclaus, L. S., frmn., S. F.....1RTInt	

Johnstone, L. F., opr., Reedley.....1Int	Moss, E. H., trn. frt. agt., L. A.....1Int
Mattney, H. A., clerk, Hanford.....1RTInt	Mozier, W. F., chf., Dinuba.....1RTInt

Shasta Division

Eagles, Mrs. M. A., clerk, Dunsmuir.....1Int	Tulin, C. J., clerk, Dunsmuir.....1RTInt
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Salt Lake Division

Evans, A. E., trn. frt. agt.....11Loc	Freeman, W. C., trn. frt. agt., L. A.....1Int
Friberg, C. F., ex. gang frmn., Ogden.....1RTInt	Fry, Lola, steno., Salt Lake.....2RTInt
Murray, F. P., b. chf., Ogden.....1RTLoc	Parlow, G. W., r. b. chf., Ogden.....4CL
Rush, L. E., trn. frt. agt., Ogden.....2RTInt	Schubert, J. R., chf. clk., Salt Lake.....1RTInt
Shawalter, W. H., clerk, Salt Lake.....1RTInt	Spackman, P., file clk., El Paso.....3RTLoc
Steed, J. W., tel. opr., Butte.....2RTInt	Stones, F. N., pass. brkm., Ogden.....5RTLoc
Toombs, W. A., wiseman, Wells.....1CL	

Bio Grande Division

Dodd, K. T., r. clk., Miami.....2Int; 3Loc	Friedenberg, N., chr., Miami.....1Int
Holloway, J. C., chf. frmn., Miami.....1Int	Kranter, Louis, car frmn., Lodi.....1RTLoc
Owens, A. A., cond., Tucson.....1Int	Lasso, Dante, yd. clk., Miami.....1Int
Stato, Fred, labor agt., El Paso.....2Loc	Wimbush, E. B., file clk., El Paso.....3RTLoc
Woodward, J. B., opr., Miami.....1Int	

Tucson Division

Cassey, E. B., cond., Tucson.....51RTLoc	Fletcher, O. R., ydm., Phoenix.....6Loc
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New Mexico Division

Hall, G. H., r. clk., El Paso.....1Int	Huff, C. O., chf. r. clk., El Paso.....4Int
Neely, O. B., clerk, El Paso.....2Int	Neely, O. B., clerk, El Paso.....2Int
Reschner, R. H., hpr., Brooklyn.....1Int	Brookwell, L. A., D. F. A., Portland.....1Int
Burgoin, N. D., clerk, Oswego.....1Int	Chapman, H. B., telgr., McMinnville.....1Int
Conolly, C., engr., Portland.....1RTLoc	Fredrickson, A. J., telgr. clk., Corvallis.....1Int
Fry, F. D., baggageman, Medford.....1RTLoc	Hagg, F. wiseman, Roseburg.....1Int
Hickson, J. R., car clk., Brooklyn.....4Int	Luft, B. G., sec. frmn., Goshook.....1Int
Luft, B. G., sec. frmn., Goshook.....1Int	Mokey, W. W., ret. engr., Portland.....1Loc
Mokey, W. W., ret. engr., Portland.....1Loc	Mokey, W. W., ret. engr., Portland.....1Loc
Olson, H. D., agt., Portland.....5Int; 1RTLoc	Predle, J., telgr., Corvallis.....4RTLoc
Prochnow, G. L., telgr., Corvallis.....1Int; 2RTInt	Robertson, Wm., chf. clk., Portland.....2Loc
Robinson, H. U., bggnm., Medford.....1RTInt	Smith, E. H., bggnm., E. Morrison.....1RTLoc
Taylor, Wand, steno., Portland.....2RTLoc	Van Court, B. D., agt., Portland.....60RTLoc
Wells, J. M., cond., Canby.....1RTInt	

R. R. B.

Official Score Board

Divisions	Average for October, 1923-45	Score October, 1926	Standing
Shasta	1,402	11,250	802%
Salt Lake	115	890	773%
Rio Grande	1,425	3,405	238%
Western	1,531	3,000	195%
East Bay Electric	250	480	184%
San Joaquin	1,051	1,405	133%
Stockton	14,968	12,750	85%
General Office	699	570	81%
Coast	857	675	78%
Portland	19,871	9,655	48%
Los Angeles	69,486	32,235	47%
Tucson	4,292	2,095	46%
New Mexico	200	80	40%
Sacramento	16,695	2,540	15%
Steamer	30		10%

Keen Fight in Contest for Safety Honors

At the end of the nine months' period, the East Bay Electric Division was leading in the race for the 1926 Safety Banner, the Sacramento Division was leading the steam division, and the Los Angeles General Shops leading the shops. Details are shown in the following statement:

DIVISION	Number of Casualties	Man-Hours	Casualties per		Rank
			Man-Hour	Man-Hours	
East Bay Elec.	6,617,103	4.62	1	1	
Sacramento	52	8,017,103	7.59	2	1
Steamer	18	2,401,276	7.59	3	2
San Joaquin	50	5,485,679	9.09	4	3
Coast	113	11,738,775	9.63	5	4
Portland	114	11,029,104	10.81	6	5
Stockton	41	3,701,459	10.89	7	6
Shasta	73	6,587,410	11.08	8	7
Salt Lake	131	8,905,724	14.94	9	8
Western	147	5,440,117	16.34	10	9
Rio Grande	89	3,868,718	16.54	11	10
New Mexico	211	10,892,428	16.61	12	11
Los Angeles	42	2,661,813	19.48	13	12
Tucson	161	6,156,966	21.28	14	13
GENERAL SHOF					
Los Angeles	42	2,661,813	14.67	1	1
Sacramento	108	5,847,438	19.26	2	2
El Paso	57	1,452,643	24.72	3	3

Gold Badge Winners

Listed below are the names of engineers and firemen who made the best records in fuel consumption during quarter ending September 30, 1926. Gold badges will be awarded to those who have not previously appeared on list of winners and those who have already received badge will have a star annexed to badge. Opposite names below are shown the number of stars awarded to date, each star being indicated by an asterisk:

Engineers	Firemen
R. L. Bothwell	H. J. Keller
R. A. Walker	J. C. Medcraft
H. J. Grubbs	J. O. Brown
H. J. Grubbs	G. M. Hubbard
C. Walker	F. W. Shively
E. C. Wolfe	
S. H. Halsey	F. V. Carter
E. Schly	W. H. Winter
C. M. Duggan	V. Oreson
G. W. McIlwain	C. A. Bowles
A. M. Chamberlin	E. Bendley
C. Edlund	C. E. Bigger
W. McClure	M. W. Bruckman
H. Williams	B. E. Balfour
STOCKTON DIVISION	H. Schmidt
F. M. Parr	S. Strauss
D. J. Welch	

PROSPECTIVE BUSINESS TIP

"EVERY EMPLOYEE A BUSINESS GETTER"

Station.....192.....
 (Street Address).....
 City.....State.....Phone No.....
 is planning a trip to.....leaving on or about.....
 There will be.....person(s) in the party.
 will have a shipment of freight going to.....
 (Date).....
 There will be approximately.....tons to ship.

SUGGESTIONS:

Signature.....
 Employment.....

Here and There Along the Line

By the BULLETIN CORRESPONDENTS

Stockton Division

By the
DIVISION CORRESPONDENTS

One of the outstanding events of the Fall Calendar was the dance in Arlington Hall, Tracy, October 20, given under the auspices of the Shop Crafts Protective League. The hall was filled to capacity and from all reports, the dance was a great success.

Listed among the purchasers of new automobiles are: M. J. Shotton and Carl Foreman T. Wilson of Tracy, Shotton buying a Dodge Sedan and Wilson a Victoria Strublester. Tom says the new Strublester is some "pick-up".

Recent repairs have been made to the station at Galt. The interior and office space having been remodeled to meet requirements and new roof laid over the freight depot.

With the decline of grape shipping at Yuba, cotton loading is now in full swing and all indications point to the best season yet experienced in this new industry.

C. W. VanSant, bill clerk at Modera, has just recently purchased a registered English bull pup, which he has christened "Cicero".

It is with considerable pleasure we report that Road Foreman of Engines G. B. Jeffers, who was recently confined in the General Hospital at San Francisco, is able to resume his duties.

Ticket Clerk Wm. Barnett of Stockton recently returned from a combined business and pleasure trip to the East, arriving in St. Louis on the Pacific Limited and was fortunate enough to see one of the Cardinal-Kathars games. He visited in St. Louis with a sister whom he had not seen for twenty-four years. Two days were taken visiting in Washington.

His position is being temporarily filled by Lead Car Inspector T. E. Hendricks.

Chas. J. Craig, recently transferred from the Signal Department to the M. of W. Department, at Merced, Student Foreman J. Garbarino being on enforced leave due to sickness.

The many friends of Andrew L. Campbell who he pleased to know, have been promoted to Roadmaster at Dunsuir.

Andy will be remembered to many on the Stockton Division who have known him as he was employed as Extra Gang Foreman.

Preparations have been selected for the construction of the new depot at Merced and the moving of the old station.

December, 1926

Several carloads of track material have been unloaded to make ready for the track changes and the engineering and maintenance of way forces are soon expected to start actual constructions.

L. C. Gibson, ticket clerk at Tracy, left on November 20 for an extended vacation trip, his itinerary taking him as far east as Chicago, to return to Tracy via Kansas City and the Pacific Northwest.

It is with deep regret that we record the passing of Engineer G. F. Morgan, who for some time has been absent from duty on account of ill health. Mr. Morgan was "called" for the last time on November 17 at the General Hospital in San Francisco. He has been in the employ of the Southern Pacific for the past 25 years and was very popular among his fellow employees and friends. He leaves a young son and mother, as well as several brothers and sisters, to whom the entire division extends its deepest sympathy.

Car Inspector J. W. Warren and J. J. Hendrick, recent additions to the car force at Tracy, were both happy by the arrival of their families from Oklahoma.

The new subway at Stockton has been completed and was recently opened for traffic. The subway is on Miller Avenue and extends under the tracks of both the Western Pacific and Southern Pacific. It was constructed at a cost of approximately \$200,000.

It is with considerable pleasure we report that Road Foreman of Engines G. B. Jeffers, who was recently confined in the General Hospital at San Francisco, is able to resume his duties.

The sympathy of the division is extended to Head Fire Clerk H. Reeser, who was called to Tucson November 15 by the death of his mother.

Passenger Director D. R. Payne of Tracy has been gladened by the arrival of a daughter, visiting Chicago, Washington, New York and other large eastern railroad centers, renewing old-time acquaintances, and last but not least, being afforded an opportunity of shaking the dust of "Old Cal" Coolidge.

The home of Fireman H. W. Hanson has been gladened by the arrival of a daughter.

J. B. Craig, for the past year manager of the Tracy Club, has been transferred to Sacramento, where he will take charge of the restaurant in the new passenger station.

Mr. Craig was relieved by Mr. Larson, who is well known by employees over the system.

STOCKTON DIVISION WILL HAVE STRONG BASKETBALL TEAM

With the opening of the basketball season, the Stockton Division is entering the season with serious intent. A local gym has been secured and regular practices are being held twice a week. The team is again entered in the Industrial League, although competition will be keen, a very promising outlook is seen for the League Championship. This year the team is having success in having three of Stockton High's State Champions, together with several other fine members of the fast St. Agnes team which held an enviable reputation throughout the Stockton Division.

It was with a shock that many friends over the division learned of the death of Telegrapher E. Cochran. E. Cochran was a very successful signal maintainer, who also furnished radio maintenance to the day and night.

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Snow Shed Gossip

Operator By Wm. E. MARLER Blue Canyon

There is no more loyal bunch of good fellows on any railroad than in the "Snow Sheds" of the Southern Pacific. This is including each individual who carries on his daily duties, holding himself from the outside world, to enable this great railroad to carry on its traffic.

Construction of a house for the signal maintainer, Emigrant Gap, is now nearing completion. Contractors will commence work soon on two new houses to provide living quarters for the fire train crew, which will be ready for occupancy next spring.

Cars may come and cars may go, but the fire stays on forever, always ready for duty.

Telegrapher at Emigrant Gap, He has recently purchased a roadster and is making the dust by between Blue Canyon and Emigrant Gap to make connection with 12.01 A.M.

Mrs. L. B. Cecil, wife of Telegrapher Clerk, Crystal Lake, returned home November 12, after an extended visit with relatives of Dunigan.

Carpenier gangs in the sheds have been disbanded for the season. Contracts for new shed districts, complying with the double track development, have been fulfilled. We bid the boys good-bye and wish them all the good luck in the world.

The peak of the fruit season was reached on October 12, there being eight hundred cars of fruit moved over the hill and through the sheds on this date, besides dead freight and passenger service running on schedule time. The largest portion of this traffic was credited to the Stockton Division for movement East.

Saul, roadmaster Colfax District, who carried the Flag across the Hindenburg line in 1918, made a hand-shaking tour of his entire district, first part of November, bidding farewell, having tendered his resignation, which this man could be with as long.

Things will be pretty lively around Anderson now, as D. O. Tenney has recently purchased a new radio set, and says the concerts are coming in fine.

E. R. Allen, agent of Boca, has been assigned 3rd telegraph position, Norden, and will take his assignment in the near future.

November 13 was moving day at Emigrant Gap. The carload of office moving more than quarters just west of former location. Electric train order signals are in location at this point and plan to be in operation soon.

The mighty flames of the flames of fire reached on November 12, and fulfilled the home of Mrs. Richards of Blue Canyon, this property being one of the nicest homes located in the canyon. Practically everything was consumed in the flames. Emigrant Gap fire train was called, but could only assist in the protection of other property, as the fire had too much headway.

Agent Indick, Blue Canyon, spent an enjoyable visit with his brother agent at Blue Canyon Sunday, November 7. A delightful dinner was served by Mr. and Mrs. Petersen, signal maintainer, who also furnished radio maintenance to the day and night.

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Bakersfield young ladies who complimented Miss Helen Sears recently: Left to right—Ann Anderson, Mrs. Helen Marshall, Beatrice Barron, Zella Bergman, Donna Bowman, Susan Arthur, Adeline Chesterman, Isabel Martin, Cora Pattison, Fern Davidson, Hannah Steele, Donna Segal, Helen Irwin, Zella Bergman, Genevieve Woods.

Sacramento

General Chaps and Stores

Bulletin Correspondents

MARK W. CREAM E. J. McEWEN

Thursday, Nov. 4, Harry Dodge, of Fall River, Mass., talked to the apprentices of the shop on "What Price Success." The interest with which the boys listened indicated the success with which he put his ideas over.

The Apprentice Club gave a very successful Athletic Evening November 15. Boxing and basketball were the main events of the evening. The Apprentice Club team lost a hard-fought game to the A. D. B. team of the Sacramento Commercial League.

We wish James Chase and his bride happiness on their "Matrimonial Voyage."

Wm. J. Bartle returned November 1st from Pullman, Ill., where he has been inspecting the construction of baggage and passenger coaches.

"The Royal Knights" of the Breeding and Machine Shop gave the following program at a celebration given for the members of the Herb Link. (These functions are given to each member who gets married.)

7:45 P. M.—Attendance of all members at 24th and I Street.

8:00 P. M.—Arrival at Link home.

8:15 P. M.—Address by Chairman Nardella.

8:30 P. M.—Presentation of gift by L. Herolucci.

8:45 P. M.—Selection by the World Famous Griffolette Quartet.

9:00 P. M.—Intermission—Refreshments.

9:30 P. M.—"Blue & White" Waltz.

9:45 P. M.—Boring Mill Two-Step.

10:00 P. M.—More more refreshments.

10:15 P. M.—Official Solo by Joseph Nardella (S. P. Caruso).

10:30 P. M.—Novelty dance by a member selected.

10:45 P. M.—More refreshments (by the member).

1:00 P. M.—Selection by "Ivy Pit" Quartet.

1:15 P. M.—Steam Hammer Fox Trot.

1:30 P. M.—Community Singing.

Good Night.

The Store Department office was recently very gratified to receive a long and interesting letter from former Chief Clerk E. L. Bouque, who was promoted to the position of Assistant District Storekeeper at El Paso last September. Mr. Bouque described fully regarding the various branches on the Rio Grande and New Mexico divisions and his letter was of much interest to all.

News has reached us that Section Stenographer Geo. Hinton will shortly enter the ranks of the beneficiaries, announcing having been made of his engagement to Miss Noble Harris.

Requisition typist Elo Lannon is now taking an extended vacation trip through the East. She expects to be gone at least three months and will not be heard from until Miss Lannon was that she encountered a great deal of snow while going through Wyoming.

Invoice Typist Gladys Bruno recently took unto herself a husband. She should now be formally addressed as Mrs. Platt.

The sympathy of the office was recently extended to Stenographer Louise Geiger on the death of her father.

Store Inspector J. P. McAnley recently returned to his duties at Sacramento after having been absent for a month inspecting material on the new Cascade Line.

Chief Elmer Fletcher is covering much ground these nights and learning to use his vocal chords entertaining his first baby girl.

HELEN SEARS HONOR GUEST OF BAKERSFIELD GIRLS

By E. G. ROCHER, Bulletin Correspondent

Helen Sears, the comptometer queen of the Superintendent's Office, has just announced her engagement to Wm. H. Starling, of the Executive Vice President's Office in San Francisco.

One of the many events given in honor of Miss Sears was a hard-time party at the Jones' residence sponsored by Mrs. Guy Jones and Miss Cora Pattison. Hard times was very evident in the dining room, where soup flowers were used for chairs, tin cans for flower vases, and candles for light. A delicious rumble supper was served on the plates.

An orchestra composed of Messrs. Gene Kennedy, Guy Jones, Jack Brown, and Lawrie Foster played "Lohengrin's Wedding March" as a humorous bride and groom. Misses Fern Davidson and Donna Segal were escorted into the room by two little flower girls, Misses Ann Anderson and Hannah Steele, who presented Miss Sears with the version of the Goodbye Song. She promised a good breakfast to all those visiting her in her new home.

The evening of each girl doing her "bit." Some of the events were: The Charleston by Misses Fern Davidson, Donna Segal, and Anderson; and Miss Stanton Jones. The African Gumbo was given by Joe Barron, who was dressed to represent her version of the Goodbye Song. Miss Zella Bergman sang "Kipling's" "Your own way" and Miss Stanton Jones on the "Uk." Misses Cora Pattison and Hannah Steele danced "The Valencia" and Mrs. Hiesie gave her masterpiece on the piano, "Turkey in the Straw."

The evening was completed by dancing and telling hard-time stories. Those present were: Mesdames Bessie Jones, Helen Marshall, Betty Armstrong, Messrs. Guy Jones, Kendall Jones, Stanton Jones; Misses Helen Sears, Ann Anderson, Bee Barron, Zella Bergman, Isabel Martin, Cora Pattison, Fern Davidson, Donna Bowman, Helen Irwin, Hannah Steele, Genevieve Woods, Sue Arthur, and Adeline Chesterman.

ATTACHMENTS AT SACRAMENTO GIVEN BOOST BY TRAFFIC OFFICE

Attention of hundreds of travelers has been attracted to night-sleeping places in Sacramento through means of circulars distributed to passengers on Train No. 15 after the train leaves Gerber. Many passengers on this train are enroute to Los Angeles or points south of Sacramento, and the printed circular gives information to reach Crocker Art Gallery, Capitol Park, and other points of interest during the stop-over on Train No. 15 before the train leaves Sacramento. Management of the Crocker Art Gallery has told Passenger Agent D. E. Owen the attendance at their gallery had been favored with the best attendance in its history since the circulars were distributed to incoming passengers.

Head Purchaser Bill Clerk R. J. Hencken recently returned from an enjoyable vacation spent at San Diego. He rested all of the time he was away and was full of pep on his return.

Store Foreman A. A. Thomas, formerly mayor of Procter, Yolo County, has been invited for the delights of civilization and is now living in East Sacramento.

Store Agent M. P. Grove reports improvement in the highway between Sacramento and Rio Linda, and the moving picture theatre at Rio Linda was recently renovated.

General Office Notes

Bulletin Correspondent

Miss L. Anderson

Room 641

On October 26 Willie L. Ferguson, stenographer, Valuation Department, was tendered a farewell dinner at the Judo Cafe by her co-workers before her departure for her home in El Paso, where she will assume a position with Edw. Blumenthal, division auditor. Those who complimented Miss Ferguson were: Harriet Coffey, Bertha Hild, Anna Cutler, Eileen Murray, Pearl Wedde, Gertrude Cronin, Gertrude Lloyd, Gertrude Posner.

Hallowe'en favors and courage bouquets given a touch to the table. Miss Ferguson was with General Office for one year and made many warm friends during that time. Gertrude Cronin, stenographer, Valuation Department, was hostess to her office friends at a Hallowe'en afternoon given at her home on Hawthorne Hills, in Marin County, on October 29. Those who enjoyed Miss Cronin's hospitality were: Bertha Hild, Harriet Coffey, Gertrude Posner, Anna Cutler, Gertrude Lloyd, Pearl Wedde, Eileen Murray, Eleanor Smith, Edna Mims, Winifred, Eileen Dillon, Katherine Dillon.

Miss E. McInnis, typist, Central Typing Bureau, invited the members of the Typing Bureau to her home to compliment Elli Wenster, of the same bureau, with the happy news of her marriage to Howard Rutherford on November 6. The party included: Mary Kille, Miss Edna McCarty, Solna Guffield, Adrienne Hanford, and Muriel Hanford. The bride-elect was presented with a beautiful mirror and one dozen amber glasses. After their honeymoon, the young couple will make their home in San Francisco.

Miss F. K. McDonald, stenographer, Purchasing Agent, recently returned from Los Angeles on a vacation. She was accompanied by her mother, to New York. Aside from many points of interest in the metropolis, a visit was made to Washington's home on Mt. Vernon. All of the government buildings at Washington, D. C., were thoroughly covered. Chicago was also included in their itinerary.

Mrs. Grace Dayton presided over a farewell dinner given at her home on October 22 in honor of Pauline Foy, Chief of General Stores Office, before her departure for New York. The table was artistically decorated for Hallowe'en and the evening was made more enjoyable by the presence of the company of appropriate gifts. The co-workers who complimented Mrs. Foy were: Stella Lane, Florence Lindeman, Katherine Kirby, Margaret Osborne, Rae Hall, and Lola Hines.

Miss Elo Lannon of Sacramento District Stores accompanied Miss Foy. While they respect Pauline's departure, Agent D. E. Owen said "leave" in New York, they will make brief visits in Philadelphia, Washington, D. C., New Orleans, El Paso, and Los Angeles on route.

Miss Adelson takes this means to express her Xmas greetings.

Just a word or two to say. In the spirit of the day. To young and old, small and tall, A Merry Xmas to you all.

A pedestrian, bumped by a taxi, found himself lying in the street directly in the path of a steam-roller.

"That reminds me," he cried, "I was to bring home some yams."—Daily Open Road.

Los Angeles Shops

By R. A. REAM

Roundhouse Los Angeles

Fireman F. J. Hollenbeck dropped down to the office the other day with a new Buick Roadster. He said he had bought it and was keeping an eye on him now or one of those sheiks in Hollywood will be kidnapping him.

Mrs. W. M. Robertson presented Engineer W. M. Robertson a robust baby boy on October 19. Bill was working in Bakersfield when his son was born in St. John's Hospital in Oxnard. "We are still waiting for our 'El Ropo'."

Some of the curious would like to know who the young lady is who brings "Dick" Anthony to work every afternoon in a Buick Roadster. Better duck down a side street, Richard.

Southern Pacific Lodge No. 30, Brotherhood of Railway Clerks, held their third annual ball at the Jinnistan Grotto Club on November 15. A large crowd was attended and had a very enjoyable evening. The music was furnished by Al Wesson's All-Star Orchestra. Refreshments were served for the hungry and thirsty.

Page Mr. Hawkshaw, boy! Big mystery confronting us. Who sent Jim Banning, roundhouse foreman, and Jerry Harrigan, construction foreman, those big packages recently? Big reward for information leading to capture of the culprit.

Fireman Y. T. Rainier has been appointed to fill the vacancy on the Safety Committee created by S. H. Penny, who resigned his recent appointment. The members of the Safety Committee are: F. H. Lee, engineer, roundhouse foreman; F. H. Thomas, engineer; and Y. T. Rainier, fireman.

Fireman L. H. Gray, who was killed in an accident at Niland on the morning of October 16, had been an employee of the Company for nine years and was one of our most efficient firemen. He had served terms on both the Fuel Oil and Safety Committees and was continually on the Fuel Oil Honor Roll.

Besides his widow, he is survived by two daughters, Hope and Jean Gray. Funeral services were held on October 21 and the body was sent to his home in Middlebury, Vt., for interment. The heartfelt sympathy of everyone is extended to the bereaved family.

The mother of Fireman G. H. and M. A. Corder passed away October 6 from an attack of pneumonia.

Engineer P. Luck has announced the purchase of a new home located at Western Ave. and 60th St.

Bolienmaker, Foreman Frank Longo, was presented with a 75¢-bit by Oct. 11. Frank was on the job the following day with a big cigar and a most chesty, so we enjoyed a lot of cigar smoke as well as our everyday smoke from the engines.

Roundhouse Clerk Harry S. Brown transferred from the Motive Power Dept. to the General Office on October 22, to a place where he can work off some of his obesity.

The wife of Engineer E. W. Nibbel died in this city on the afternoon of October 22.

Several of the boys arranged "Duck Parties" and handed out a row of ducks during the month of October. In one party were C. Merle W. Matuskiewicz, R. E. Powers, and C. R. Lyons. They went up around Oxnard and succeeded in bagging several big birds each. Another party was



Foreman L. E. Hoyat went hunting—had a fifteen grain quail gun and game bag hung to his side. He saw ducks a plenty in the air; could see them flying everywhere. Bang—he knocked one to the ground, picked it up. A sea gull it all he found.

made up with J. C. Doyle, M. R. Hale, O. H. Moyers, Boy Martin, and Ed Campbell. They didn't do as well, only getting 15 between the five of them. Oh yes, Johnnie Doyle blew off the barrel of Strup's gun and set the barrel back 25 points.

Engineer William A. Byrne was re-elected at the general election to his seat in the Assembly from the 66th District by a large majority. We are very glad to have such an capable representative in the State Legislature and are assured by the report showing he made last year that he will make the "old-timers" sit up again and take notice.

Good luck to you, Billie.

The firemen have voted in favor of giving Captain O. B. Freeman a regular dispatch, and H. B. Barton, accident clerk, with a view of securing suitable stories for the Bulletin. Each of these men most gentlemanly and we refrain from using their names, but that they had a good story on the other end.

From the information furnished, we developed that P. M. Chaimov, whose limbs are a bit on anything is usually ten cents, plunged on the California-Oregon Aggie game and bet two bits. However, the bet was with his brother, which kept the money in the family and no doubt accounts for his heavy wagering. We also understand that Phil's sleep is being disturbed by his baby boy and new baby.

It's now your turn, Phil, so get even with them in the next issue.

Engineer J. C. Oram had a very good crop from his grapefruit orchard at Niland this year. He shipped over 1000 boxes to the packing house in the Imperial Valley.

The Los Angeles Division and Shoppe wishes you all a Merry Christmas and a Happy and Prosperous New Year.

Teacher: "Now, Robert, what is a niche in a church?"

"Why, I'd just the same as an ick anywhere else, only you can't scratch it as well."—Boston Transcript.

Portland Division

By R. J. SCHAEFER

Superintendent's Office Portland

A. Hine, clerk in the M. of W. Department, is an accomplished student of the radio. He has an extensive mind as well as a skilled ability, and he has acquired a collection of accessories resembling a radio distributor's headquarters due to his experimenting with various hook-ups, which have quite come up to his highest ideals. It is his ambition to do perfect reception from long distances, and he now has an eleven tube set of his own make, on which he understands he has gotten audible receptions from stations in Scotland.

Hoinie is very modest and has an aversion for publicity of his achievements. However, his friends insist on his making to say that he has been instrumental in improving the reception of numerous less skilled radio fans, and if there are any others who are desirous of increasing the efficiency of their sets we know Hoinie will be glad to give them his expert advice.

H. L. Johnson, station clerk, though only recently becoming a devotee of the game of bridge, has developed into quite a slicker. He captured first place at a recent party, and is now quest of higher honors. Personally, if we had his luck, we would play bridge for a living.

A. H. (Alex) Peterson, first asst. engineers' timekeeper, has followed the judiciousness of over ten million others and has become a Ford booster.

J. A. Jacobsen, asst. station clerk, is also contemplating trading his car and has been making inquiries as to who would like to trade a good, enclosed car for a rather antique but good touring car. "We understand he hasn't had any offers to date, and is thoughtfully waiting till publicity might bring forth the desired prospects."

While discussing various matters with a number of our prominent sportsmen, including P. M. Chaimov, asst. chief clerk, P. W. Cantor, asst. chief dispatcher, and H. B. Barton, accident clerk, with a view of securing suitable stories for the Bulletin, each of these men most gentlemanly and we refrain from using their names, but that they had a good story on the other end.

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THACHAPI TELEGRAPHIC COMMENDED FOR HIS PROMPT SERVICE

Frank G. Weatherhold, for several years telegrapher at Tohachapi on the San Joaquin Division, has been commended by C. W. Schellinger, vice president of the Great Western Electric Chemical Company, for the helpful and prompt services he rendered recently in assisting to have the "Owl" stopped to train at Mojave and was rushed by automobile to Tohachapi just ahead of the train.

In the Public Service

RUNNING a railroad is a complex activity. This is indicated by the wide variety of trades and professions included in the personnel of Southern Pacific.

Besides the locomotive engineers and firemen, conductors and brakemen with whom the public are most familiar, there are many other classes of employees.

There are carpenters and all manner of wood workers, foundry-men and different groups of metal workers, there are lawyers and clerks, stenographers, photographers, printers and advertising men, there are civil, electrical, construction and other kinds of engineers, chemists and geologists, there are storekeepers and accountants, cooks, waiters, salesmen and traffic experts, physicians, nurses, telegraphers, telephone operators, and a professional diver; there are safety experts, statisticians, draftsmen, electricians and a host of others.

These men and women, who are devoting their lives to the railroad business, are exerting their best efforts to do a good job of the work at hand.

Their activities are all directed to one end—that of providing the public with good railroad service.